

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8284

期九初月七年二統宣

SATURDAY, AUGUST 13, 1910.

六拜禮

號三十月八年十

513 PER ANNUM
SINGLE COPY 25 CENTS.

CONTENTS.

Births, Marriages and Deaths.

Leading Articles:—

The Opium Problem.
The Resurrection of Woman.
Peace or War East of Baku?
Higher Studies in Chinese.
China's Parliament.
Island Kings.

Meetings:—

Hongkong, Canton & Macao Steamboat Co. Ltd.

Legal Intelligence:—

A Question of Partnership.
Claim by a Receiver.
Purchase of a Promissory Note.
Destruction of Documents.
Alleged Breach of Bill of Lading.
Delegation of Goods.
A Contractor's Claim.

Correspondence:—

Slanders in Hongkong.
Sharks in Hongkong Waters.
The Incontinent Sycophant.

Miscellaneous Articles and Reports:—

Notes by the Way.
Airships for Japan.
A Cruise Around the World.
Hongkong Industries.
Rice for the Poor.
Shanghai's Diamond Jubilee.
Hongkong and Shanghai Banking Corporation.
Opium in Canton.
Fire at Penang.
Victoria Recreation Club.
Canton Day by Day.
Shipping in the Philippines.
Banks and Rubber Shares.
Hongkong Water Polo Shield Competition.
An Opium Conference.
Pakings Colloquial.
Sale of British Steamers.
Notice to Mariners.
Anti-American Boycott.
Silt Robbery at Hongkong.
Water Return.
P.M. & T.K.K. Relations.
Chinese Bank Failure.
Search for Opium.
Ad Echo of the War.
The "Savie Badger".
Death of Mr. E. B. Skettow.
Removal of the Queue.
Arrival of the steamer *San Gabriel*.
The *S. S. Taiwan*.
Bata Tigs (Sulagor) Rubber.
Interport Caravans.
Canton-Kowloon Railway.
The Trade Outlook in Rubber Goods.
Piracy.
Cheap Rice in Canton.
Victoria Recreation Club.
The Opium Problem.
Cotton Mills in China.
Valuable Property Sale.
A Leap Overboard.
Port Arthur.
Canton Opium Tax.
Boiler Accident.
Canton River Pool.
In Aid of the Poor.
Canton Opium Smokers.
New E. and A. Lister.
Chinese in the Straits.
Tapping and Spacing.

Local and General.

Commercial:—

Weekly Share Report.
Rubber Share Market.
Yarn Market.
Fruit Market.
Bullion.
Exchange.

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SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$35 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On August 3, 1910, at Shanghai, to Mr. and Mrs. Mulvey, a son.

On August 5, 1910, at Shanghai, the wife of Hugh B. Cochran, Lower Yangtze Pilot, of a son (William Cochran).

On August 5, 1910, at Shanghai, to Mr. and Mrs. G. Murray-Kidd, a daughter.

MARRIAGES.

On July 12, 1910, at Birmingham, England, Rev. Ernest Whitby Burn, M.A., of E.B.M., Wei Hien, Shanghai, to Ethel Mary, daughter of Rev. J. P. Tait.

On July 15, 1910, at Harbin, Manchuria, Guy Cathbert Fanning Holland, I.M. Customs, eldest son of Dr. J. F. Holland, I.B.M., Consul at St. Moritz, and Mrs. Holland, at St. Moritz and Varenna, Lake of Como, to Germaine Marie, youngest daughter of Mmo. and M. Appert, of Paris.

On July 30, 1910, at Yokohama, Japan, Miss Frances F. Gattell, M.D., formerly of Soochow, to Rev. B. L. Acell of the American Church Mission, Yangchow.

DEATHS.

On August 3, 1910, Edmund Bollinger Skottow, late of the Chartered Bank of India, Australia and China (by telegram).

On August 4, 1910, at Shanghai, Ernst Werner Albrecht, the beloved son of Mr. and Mrs. O. Albrecht, aged 10 months.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 13, 1910.

THE OPIUM PROBLEM.

(6th August.)

In his Blue Book for 1909, H. E. Sir Henry May tells us that during the twelve months under review twenty-six opium divers were closed in pursuance of the policy of the Home Government, and that compensation amounting to nearly \$12,000 was paid to the divan-keepers displaced. This wholesale closing took place on the 1st of March, and meanwhile all the remaining divan-keepers both in Hongkong and in the New Territory were notified that no new licences would be issued after the 28th of February of this year. The opium laws of the Colony were consolidated in September last and were amended so as to give full effect to the recommendations made by the International Opium Conference, which sat at Shanghai during February, 1909, and to the policy of H.M.'s Government. Tenders for the lease of the new (Opium Farm for three years from the 1st of March, 1910, were called for, and the lease was granted to Messrs. Ho Kom-tong, Ng Li-hing, Lau Chu-pak and Ch'ien Kai-meng, at an annual rental of \$1,183,200. This means a loss to the revenue of \$225,865 during 1910 and of \$270,660 during each of the years 1911 and 1912. Were this loss to be justified by a corresponding improvement in the morality, so far as the opium habit is concerned, one would have little room for complaint. But what are the facts of the case? The Home Government, in the first place, were actuated by motives purely political when they determined upon the suppression of the opium traffic in Hongkong. Apparently they did not even for a moment contemplate the disastrous results that the extirpation of the opium imports was going to have upon the Colony's revenue and it was only after long and weighty representations had been made that they were brought to see the justice of helping to make good the awful blank that their new instructions caused to appear on the debit side of Hongkong's annual balance-sheet. And still the efficacy of these new laws regarding opium remains a very doubtful thing. Anyone who interrogates a merchant on the subject will unhesitatingly be told that in this matter of opium suppression the Chinese Government have not acted in good faith, but that on the contrary their aim in stopping the importation of opium from India has been to enforce the use of the native-grown drug. The closing of the divers has not led to any lessening in the consumption of opium in Hongkong. There are as many smoking-places in the Colony to-day as there were before the anti-opium edict was promulgated. Already our Magistrates have been asked to declare what constitutes a divan. A man who chooses to smoke opium in his own house or who invites his friends to join him in the pleasures of the pipe cannot be said to be the keeper of a divan. Yet the new regulations would almost make one believe that the very possession of an opium couch on the part of a householder was a crime. In the homes of many Chinese gentlemen, it is quite as natural a thing for the visitor to be asked to take a pipe of opium as it is for a European host to invite his guest to take a peg of whisky almost before he has crossed the threshold. To eliminate opium smoking by law is just as impossible as the eradication of spirit-drinking by parliamentary enactment. In the prohibition States of America no good result has followed upon the surface stoppage of the liquor traffic. There is as great a quantity of spirits consumed in Maine to-day, we are assured, as there was before the prohibitory laws came into force. In Glasgow, where they have lessened the hours during which licensed premises may be open, the results have been eminently unsatisfactory. The new order of things in that model city has led to no decrease in drunkenness, but rather the reverse. One evil that has resulted is the upspringing of numberless drinking clubs, the membership qualifications of which are merely nominal and where liquors of a very questionable kind are dispensed with open hand. In Hongkong, a somewhat similar state of things appears to have come into being. The old divers being closed, their habitués seek out fresh ways of satisfying their appetite for opium, and they will continue to do this until the end of the chapter. The most common method in vogue amongst the lower classes of Chinese is to resort to some house, bearing with him his own opium. At this domicile he is provided with a couch and a pipe free of charge, the only recompense he pays being that he leaves with the proprietor his pipe-dross, which is made-up again into a smokeable quality. The Magistrates have decided that such a place of resort is not a divan within the meaning of the Act and their adjudication thereon appears to be a sound one. To refer back to the parallel case of Glasgow, the restrictive laws affecting the liquor traffic there had the effect of driving the lower classes there to the consumption of spirits of wine and even of "finest" used by cabinet-makers for polishing woodwork. In the same way, the suppression of opium in Hongkong and in China generally is admittedly causing new and hitherto unknown vices to appear. The consumption of cheap and pernicious spirits, both European and Chinese, is on the up-grade; morphine eating and injection are painfully common, and the Chinese community are not in general reaping any benefit from the restrictive measures

putatively adopted by the Imperial Government and backed up by the Party in power in Great Britain. One Chinese gentleman, whose counsel on all matters relating to things Chinese are held in high estimation by the local authorities, declared to us just the other day that it was far more desirable to have licensed opium divers than to have licensed smoking-places of the kind now existing in Hongkong as long as the Chinaman remains a Chinaman. It is too often overlooked by Europeans that the bulk of opium consumed in China is used by the hard-working coolie class, who seek solace in a modest pipe of opium after their arduous labours of the day. The "terrible examples" exploited at Exeter Hall are comparatively few—certainly their numbers do not exceed those of the rich drunkards in Europe.

THE RESURRECTION OF WOMAN.

(8th August.)

Every now and then we read something in the newspapers or magazine which makes us rub our eyes and wonder whether we have grown old or the world grown young again, or whether the present generation has gone mad. Those silly, noisy, troublesome huslies the "suffragettes" succeeded in one thing only. They brought themselves into prominence and womanhood into danger. For it was only after long, patient, and difficult labour that the spirit of Christianity (what Chateaubriand called "le génie du Christianisme") had changed men's passions into reverence, and women from a slave into a queen. One cannot point to any one object as God's most perfect creature, but of all parts of His lovely creation a good wife and mother is nearly the most exquisite. Vulgarly and immorally flouted by, but woman, true woman, retains her dignified, her almost majestic usefulness. For usefulness is her keynote. A contemporary magazine has started an argument as to whether single, healthy and active women ought to serve as soldiers. This is one of the most saddening signs of what we have already described as these worsening times. Blood-shedding is no part of woman's work; save in defence of her honour no woman has a right to strike a lethal blow. Only when men have weakened, and are acting like women, should the latter defend themselves with blood. Then, and then only should a Judith or a Joan of Arc, or a Jeanne Hachette arise, to put the cringing male to shame. And, we shall add, to shame the rest of her own sex of that generation. For what sort of women are the mothers and sisters of cowards? They must have failed in almost every duty. By patient example, by wordless teaching, as well as by precept, a woman trains a man. "You men would relegate us to the nursery or the pots and pans!" So screamed a "suffragette" not long ago. We have seen an Oxford graduate, who was also a gold-medallist of London University scrubbing pots and pans. Years after he declared that thereby he had learned many things of great value to his mind and soul. He is now a leader of men. Only "the nursery and the pots and pans." Why, there alone is a whole world of work. It is estimated that there are one million more women in England than there are men. People cannot be made to marry by Act of Parliament. Polygamy is no remedy, for knowledge derived from observation of polygamous communities in Turkey, Persia and elsewhere only proves that the more women you have the more you get. To drill them into Amazon armies is to fight against civilization. The phrase "surplus women" was invented by a person who did not in the least understand woman's work and functions in the world. There is, naturally, no such thing as a "surplus woman." Woman's work is unending, and infinite in its variety. If it be objected that it is less exciting than that of a soldier, the objection fades at the smile, half of pity, half of contempt, on the face of one who has been a mother. And away from the nursery, what a tremendous amount of work there is to be done in the world, and only women can do it! That at some period, long, long ago, so long ago that none of us can even conceive so vast a number of years, some great calamity befell woman is quite certain. Gifted far above man in many respects, she seems in some unaccountable way to have fallen below him. Many are the legends, many are folk-lore tales, which attempt to account for this. Was it done in one act, as by Mother Eve's disobedience, or was it a long series of falls, of failure to do right, of following the worse while knowing the best? Since the tragedy of Calvary woman has been rising. In the ages of Faith a Virgin Mother has been the ideal which softened men to her sex, and inspired them to practice the virtues of chastity, self-denial and self-control. Little by little she has regained her place, and now some noisy trolls seek to decivilize her into a blood-shedder!

PEACE OR WAR EAST OF BAKAL?

(9th August.)

We have to acknowledge receipt from Messrs. Kelly and Welsh's press in Yokohama of a new book, bearing the above title, from the pen of Mr. E. J. Harrison. Unlike many authors who write books on Far Eastern things, Mr. Harrison is thoroughly conversant with his subject, and well-informed in the matters upon which he dwells. He has had many years' experience as a journalist in the East and is correspondent of one of the foremost newspapers in the United States, so that he has had exceptional opportunities of studying Eastern questions on the spot. The value of his book, too, is enhanced by carefully compiled indices and appendices and by profuse photographic illustrations

excellently executed. In his preface, he declared that the volume represents an attempt to elucidate the more recent phases of the Far Eastern problem as they affect, more particularly, Japan, Russia and China. In political controversy, it is difficult to attain to absolute impartiality, yet our author appears to have achieved it in a very remarkable degree. He does not share the view of many publicists in the sinister and war-like preparations of Japan for an epic effort to win the hegemony of East Asia. The fact, he says, that the scaremongers in Russia are convinced that Russia is Japan's prospective foe, and that the same geography in America are equally certain that for Russia we should read the United States, should be sufficient to demonstrate the unstable foundation upon which all such sweeping conclusions must necessarily rest. "In any event, it seems unfair to censure Japan for faithfully following the example of every other first class Power in the world to-day. If in this respect her *post-bellum* actions may impress political purists as incompatible with the higher ethics and the behests of the categorical imperative, she is at any rate sinning in good company. For the rest, her statesmen have left no stone unturned to prove that their aims are essentially defensive, not offensive; nor will any unprejudiced on-looker blame Japan for declining to commit her destinies 'on the mainland to the efficacy of sweet reasonableness, in preference to more lethal arguments.' So far, it is to be noted that no single Power has had the temerity to accuse Japan of failure to live up to the principles of the open-door and equal opportunity in Manchuria; and, this being the case, it is unreasonable to expect the Government of the country to be forever countervailing what from its point of view can only be characterized as the conscious or unconscious misrepresentations of private individuals. As a national partisan one may do everything in one's power to retard Japanese progress on the continent, but as a cosmopolitan with no axe to grind, Mr. Harrison is of opinion that it must perforce be admitted that the sum-total of Japanese foreign policy is perfectly normal, and judged by international standards set by the Powers long before Japan won a place for herself in their comity, perfectly legitimate. As an admirer of both Japan and Russia, the author rejoices over the rapprochement which has set in between the two erstwhile foes and says that the evolution of a more enduring and specific compact in the near future would appeal to him as a very natural consummation in view of the identity of their interests on the mainland. Such a compact as that denoted by the author has already become an accomplished fact; and from the full text of this new Russo-Japanese agreement which has been published to the world, we have learned sufficient concerning it to know that it has been drawn up on broad and safe lines so far as the high contracting parties' interests are involved. To convey some idea of the extensive field covered by Mr. Harrison's book, one need only glance through the headings of some of the chapters: "The taking of East Siberia," "The Manchurian adventure" and "after," "On the Amur River and beyond," "Vladivostok and protection," "Russia in North Manchuria," "Russian rights in the railway zone," "The Yellow Peril from a Russian standpoint," "Japan in South Manchuria," "The American advent and the Powers," "Japan in Korea," "Japan at Home." The volume is not only of high value for the well-arranged information it contains, but also it is written in a pleasantly discursive style that will be found most acceptable by the general reader both in China and elsewhere. One of the most interesting chapters is devoted to a discussion of the U.S.A. proposals recently made by Secretary Knox for neutralisation of the Manchurian railways. Mr. Knox expressed the belief at that time that one of the most important steps to perpetuate the open-door policy, to secure to China the enjoyment of all political rights in Manchuria and to promote the normal development of the Eastern provinces, was to take the Manchurian railways out of Eastern politics and to place them under an economic and impartial administration by vesting in China herself the ownership of the railway. Such a policy, the U.S. Secretary declared, would require the co-operation not of China only but of Russia and Japan as well. It is now a matter of history that America's proposal was at once rejected by Japan and Russia—the two countries most interested in that section of the mainland. Mr. Harrison sympathizes with Japan in her action. "The question," he says, "is now: Will the United States remain content to accept 'no' for an answer, or will the famous Knox proposal, after a brief sojourn on the astral plane, enjoy future reincarnation?" Of one thing at least we may be certain, viz., that war, or no war it is idle to dream of peace in the Far East.

HIGHER STUDIES IN CHINESE.

(10th August.)

In Hongkong, where the whole question of educational methods has been figuring largely in the public eye of late, especially with regard to the establishment of a local University—it will be noted with interest that the North China Branch of the Royal Asiatic Society has had brought to its notice a new scheme for the higher study of Chinese. In this Colony, unfortunately, we have no branch of the Royal Asiatic Society, or, if such an offshoot of the R. A. S. does exist or ever did exist, it must have fallen into a state of suspended animation, unlike the organisation which flourishes in Shanghai and North China generally under the distinguished presidency of Sir P. Pellam Warren. The scheme in question is projected by Police supervision than to have been

pounded by the Rev. D. Macgillivray of the Christian Literature Society, and, should it meet with the support it deserves, the project ought to prove a powerful factor in fostering higher Chinese studies. In the first place, it may not be out of place to mention the general features which have hitherto characterized the study of Chinese—apart from the Consular service. For years the China Inland Mission has had its two schools where the embryo missionaries received their initiation into the language and went through a course of study extending to some three years, but it is only within comparatively recent years that other missions have recognized the benefit of such a system and have adopted it. No doubt, the work done in these schools is admirable but it is particularly interesting to observe the words employed by Mr. Macgillivray in submitting the scheme to the notice of the Royal Asiatic Society's meeting in Shanghai recently. "It is one of the commonplaces," he said, "of to-day that Chinese study is falling more or less into decay, and that the great grants of Chinese scholarship such as the late Mr. T. W. Klossmill and Dr. Edkins, to the cursory view at any rate, do not appear to have very many successors growing up. I belong myself to the missionary body to which a great many scholars in olden times used to belong. In those days no doubt there was more leisure for study of that kind, for the missionary propaganda had not become so complex as it has in recent years. The difficulty now is that missionaries who are engaged in China in whatsoever sort of work are beset on all sides by so many claims that it is almost impossible for them to get any time to pursue the study of the language beyond the first three years." There seems to be much truth in Mr. Macgillivray's assertion that high Chinese studies are falling into desuetude. In Hongkong, the fact is patent, though we are not without notable examples of brilliant achievements made by eminent students of higher Chinese. Sir Walter Caine Hillier, the celebrated sinologist, was born in Hongkong. In the older school, also, the name stands high of Mr. J. Dyer Ball, whose numerous books on Chinese are practically indispensable to students of the dialects and social ethics of the Southern Provinces. Sir J. H. Stewart Lockhart, for many years Colonial Secretary in Hongkong and now Commissioner of Wei-hai-wei, is another ardent Chinese student, with whom may be bracketed Mr. Justice T. Sercombe Smith, now of the Straits Settlements. Of the younger generation, the most distinguished place is held by Mr. Cecil Clementi, our present assistant Colonial Secretary. To judge from his past achievements, Mr. Clementi is destined to rank with the giants of the old days whose disappearance Mr. Macgillivray so much deplores. There are some others, too, in the junior ranks of the Colonial Service who, if they have not attained to the heights of higher Chinese study to which Mr. Clementi has ascended, are none the less enthusiastic in the pursuit of that study. More than anything else, however, the founding of the Hongkong University ought to have a very potent effect in reviving the drooping interest in Chinese studies. The institution should prove a counteractive to the ever-increasing restlessness and feverishness that pervade the daily life of all classes in our bustling community, and should have a distinct tendency towards encouragement of the study of the more profound branches of Chinese literature and language. Commenting on Mr. Macgillivray's remarks quoted above, the *Shanghai Mercury* says that, while putting the matter concisely, the gentleman failed to mention that at the present day higher Chinese studies are probably of more practical utility than they were in those days when men found time to enter into them. With the awakening of China the higher classes are open to missionary effort, which it could not be said they were previously, and men of experience in the mission field see a great opportunity for work among them now and in the future. The scheme now proposed in Shanghai is the establishment of a school which would act as a corollary to the three years of the missionary curriculum. A staff of some three or four men who had shown themselves particularly suited to the work of the higher branches of study would be appointed, and it has been suggested that the students taking these courses would be drawn from those who had passed the examinations laid down by the mission body under whose auspices they were working and who had expressed a desire to engage in either literary work or work among the educated classes. Of course in addition to the small foreign staff there would be a staff of Chinese, and the intention of the movers in the scheme is to have lectures delivered by members of the consular services, the Customs, and missionary bodies whose special knowledge would make their remarks of value. In this way a twofold object would be attained, in the first place to train a band of missionaries who would preach and teach among the higher classes of Chinese, and secondly to arrest the decay which appears to threaten the higher studies in Chinese. Of course, it is not to be thought for a moment that it is for missions alone that such a school would be beneficial. If established in centres like Shanghai, Hongkong, or any of the larger settlements in the North, it would prove of the utmost assistance to many who having acquired a working knowledge of the Chinese tongue, desire to probe farther into the mysteries of this fascinating language. When the Hongkong University becomes a fact, one may confidently anticipate that some such scheme as that now being considered by the Royal Asiatic Society would receive the hearty support of the University Senate.

CHINA'S PARLIAMENT.

(11th August.)

Although their good faith in the matter has been very much questioned by many Chinese and by foreigners alike, it appears now that the Imperial Government are thoroughly in earnest in their resolve to institute a House of Parliament. The initial step in the matter has been the formation of a Senate, designed to be the foundation and also to foster the spirit of a Parliament; and we learn from official sources the inaugural meeting of this body has been convened for the 20th day of the 8th moon (23rd proximo). An Imperial Edict, issued on the 27th of June, read in part as follows:—"We are in receipt of a memorial from the Censorate, submitting a petition from the House of Representatives, delegates from the different provinces and others, in which they pray for the speedy opening of a Parliament. We have perused and noted its contents. With regard to the question of expediting the inauguration of a Parliament. We received a joint petition on the 13th moon last year on the subject, when we issued an Edict clearly stating that on the completion of the preparations in nine years, and when the required standard has prevailed among the people in the whole empire, we shall resolutely issue a Decree and fix a time for Parliament to be assembled." In the same Edict the hope was expressed by the Throne that its Ministers and people would not aim at empty names and sacrifice actual results—which, truly, is a piece of wise counsel and a consummation devoutly to be wished. In the early part of the current year the Commissioner of Constitutional Reform reported the despatch of properly chosen deputies to the different Provinces for the purpose of scrutinizing the constitutional measures carried out as compared with the preparations laid down on the programme, and the Commission also ordered the Provinces to estimate the expenditure required to carry out the preparations. The Throne declares:—"In view of the serious burden entrusted to Us by the last Emperor and considering the sincerity of the prayers and cries of Our subjects, We have been filled with solicitude day and night, and We deeply hope that as soon as constitutional government is established Our anxieties and labours may be lightened." We grudge not the creation of houses of Parliament in any way. We feel, however, the paramount importance of government and the great multitudinousness of constitutional measures. On the rapidly or slowly and the order of action hang government—or anarchy, safety or danger. Then follows the sage reflection that rash action brings regrets, but mature contemplation ensures safety. Though the Throne avers that it has no grudge against the granting of a Parliament, there is a pretty general consensus of opinion abroad that, much in the same way as Russia conceded the establishment of a Duma, its hands have been forced in this instance by the spirit of unrest that is making itself apparent more and more each day in China, for it is an indubitable fact that the authorities are constitutionally and inherently averse to any tampering with the old order of things. This spirit of unrest is traceable to a variety of causes. The people as a whole have made very great advancement in their general knowledge of the outside world. Hundreds upon hundreds of Chinese youths are annually sent to Europe and America to be educated. It is to these facts, indisputably, that we have to look when we seek a reason for the numerous self-government societies which have sprung up all over the Empire within recent years. In many ways, these organizations have already made their power felt, as witness the several boycotts that have been engineered through their headquarters. One thing that is causing dissatisfaction to the members of these societies is the slow process which the Imperial Government are going to follow in establishing this national Parliament. The self-government enthusiasts want a Parliament at once. They can see good reason for putting off its formation for other nine years. Let us govern our own country, they say, as other free countries are governed. But the Throne is absolute in its decision to follow out the plan previously laid down, to await completion of the nine years' preparation before fixing the date for the convention of a Parliament. The Throne is apparently determined to hasten slowly in this matter. So far no hint has been dropped regarding the constitutional elements that will go to the formation of this new national Chamber, though in the Imperial Edict the following words appear:—"As to the position of a House of Parliament, it is in constitution an organ to counsel legislation. There are many measures collateral to a Parliament which are important, but in not all of which Parliament can participate." To expect that once Parliament is opened complete success is ensured and prosperous rule will be attained would be going against the experience gained in other countries. Moreover, as the Edict points out, in view of the wide territory and the present financial straits, added to which are repeated local distresses and fears of unrest, the progress of constitutional measures cannot but be hindered. "The Throne exacts results according to the execution of the measures to the assigned periods, and has never allowed the execution of the measures to be relaxed." Our successful and urgent desire for able administration should have been appreciated by Our Ministers and people. So that for the time being the Chinese people will have to content themselves with the approaching convention of the Senate which is expected not only to form the foundation but to foster the spirit of a Parliament.

ISLAND KINGS.

(13th August.)

The death of George Clunies-Ross, the "King of the Cocos," calls to mind numerous instances that have occurred in the Eastern Archipelago of Britishers who have established themselves as a time or another as sovereign rulers over an isolated island or island groups. It is not so very many years ago that King O'Keefe of the Carolines ceased to visit Hongkong periodically. King O'Keefe was a very worthy man. When his little schooner with her cargo of copra came sweeping into our Harbour there was no salute fired from the fort such as his royal designation might have demanded; and if he did not pay an official call on His Excellency the Governor when visiting Hongkong, he at any rate never failed to "make things lively" for his friends during his sojourn in the port. King O'Keefe was lavishly open-handed. He was generally credited with immense wealth as the result of his administration of and operations in the Caroline Islands, but although he was the possessor of valuable property, his fortune, he has himself assured us, was very much over-estimated. However, in this garrulous world, especially when a halo of romance overhangs a personage as in the case of King O'Keefe of the Carolines, the imagination of the narrator of a strange life history is prone to wander into the realms of pure fancy. When King O'Keefe's little schooner left Hongkong for the last time and disappeared for ever in a typhoon there were many friends in Hongkong who mourned over his fate. Yet the manner of his death was just that kind that was worthy of that big-hearted, roving, sea-loving man. King O'Keefe had his residence on Yap at the western extremity of the Carolines, which, by the way, are about thirty in number and lie to the east of the Philippines. The group is rarely visited nowadays by navigators. Of the Eastern Island Kings, the greatest, of course, is Rajah Brooke of Sarawak, who exacts royal honours from the fort at Singapore when his yacht steams into the Harbour. The story of Sarawak is well known to need recounting here, but it is full of romance and never loses interest. Originally, the territory of Sarawak was acquired with sovereign rights by Sir James Brooke in 1842. Under his rule the conditions of life in that part of Borneo were vastly improved and to day there is no better administered tract in all the dominions that owe allegiance to the British flag. The present Rajah, H. H. Sir Charles Johnson Brooke, C.M.G., is a nephew of the first Rajah. Sarawak was made a British Protectorate in 1881. Then there is the case of Robert Louis Stevenson, the uncrowned King of the Hawaiian Islands, who now lies sepulchred on a summit of the Samoan mountains that he loved so well. While in life R. L. Stevenson had more say in the administration of the island government than was possessed by the Head Chief himself. And as every one knows, R. L. S., as he liked to style himself, was a man of shy and modest temperament whose last desire would have been the assumption of arbitrary dominion over a territory or a people. Yet so great was the estimation in which that gentle nature of his was held by the native Chief that he could not even undertake the making of a new road without consulting him as to the advisability of the route proposed. Any one who visits Samoa at the present day cannot but be struck by the many improvements effected for the public good under the kindly eye of Robert Louis Stevenson. In the Cocos Islands, again, we meet with another instance of a Britisher unaided setting up a government of his own in splendid isolation. True, the Cocos Islands are now incorporated in the Straits Settlements but before being put under British protection in the '80's they were ruled independently by the original King Clunies-Ross and his descendants for more than half a century. The late "Superintendent," as the title now goes, was studying engineering in Glasgow when he was recalled to assist his father, John George Clunies-Ross, in the administration of the islands. In 1891 the seclusion of the coral group was broken by the cable and the establishment on the islands of a staff to work it, but in their remoteness from civilisation they still remain a little world apart. Money is unknown, and the parchment notes of George Clunies-Ross remain the sole medium of exchange. In spite of the absence of police and soldiery, perfect order prevails and crime is a rare thing. Sydney Clunies-Ross, great-grandson of the original King of the Cocos, now holds sway. Then there is the case of the Friendly Islands, whose present population are mostly descendants of the Bounty crew. The form of government existing in that secluded group is said to be arcadian in its simplicity and beneficence, and there, again, there is recognised King, whose name, however, we know not. On Singapore island there lives a remarkable personage who claims kingship, or something akin to it, over a certain portion of the foreshore on the Tanjong Katong side. This recluse is known as Prince Tzar and claims to be of the Russian blood royal. Perhaps some may remember that his consort, who was then known as Countess Tzar, made a melodramatic appearance in the Parian court of justice three or four years ago in connection with a big jewellery transaction. The Prince has repeatedly been summoned by the Chinese proprietor for illegal possession of his tiny kingdom, but he positively refuses to budge and defends his own case in court whenever necessary. In the recent Colowau affair we saw how Generalissimo Leung of the pirate band had set up a lawless kingdom of his own on that rocky island, where he defied law and authority, and whence he made periodical descents upon the surrounding territory and passing shipping. Leung, of course, hardly comes within purview of this article, which was intended to deal only with the Europeans, who had set up kingdoms of one kind or another in the East. But it forms a sort of contrast to the occupation of Green Island by Chinese pirates in the early days of our Colony. These desperadoes lived under the unbridled rule of an Englishman, whose

name, however, has not been handed down to posterity. There he lived and ruled his subjects for some years, it is said, before the approach of a squad of British gunboats drove him from his dominion. It may be within the recollection of some readers that about ten years ago two Australian brothers took up arbitrary possession of a little-known valley in the neighbourhood of So-kon-poo in Hongkong. They had spent most of their lives in the Australian bush and could not abide to live in the town. So they assumed a tract of ground, built themselves a shack, delved a garden, and lived the simple life. So far as we know they were never disturbed in their non-righteous occupation of the land. Those two "Kings of So-kon-poo," as they were nicknamed by the few who were aware of the existence of their primitive domicile, have now gone from their place of abode and in all probability have sought again the utter seclusion which to them was so desirable and which the bush alone affords.

CANTON DAY BY DAY.

H. H. LIANG TUN YEN.

[From Our Own Correspondent.]

Canton, 6th August.
A Peking telegram states that H. E. Liang Tun Yen, President of the Ministry of Foreign Affairs at Peking, is likely to be appointed Chinese Minister to the Court at St. James in succession to Lord Li Ching-Pang.

HOUSE COLLAPSE.

About 4 p.m. yesterday the quarters of the telephone operators, inside the city, collapsed and in consequence two men were more or less injured.

INSPECTOR OF FINANCE.

The Inspector of Finance of Kwangtung, Sung Shou Ching, left Canton yesterday afternoon on board the night boat for Hongkong en route to Peking.

APPOINTMENTS.

H. E. Viceroy Yuan has appointed Mr. Sab, at present Director of the Chinese Imperial Telegraph Administration, to be chief deputy of foreign affairs to replace Taotai So, transferred as Chinese Consul-General to the Straits Settlements. Captain Wu Kwong Chang has also been appointed by the Viceroy a deputy of foreign affairs vice Sit Wing Sing, who has been detailed to Hongkong for special duty.

ROBBERY IN HONAM.

Two houses in Honam were attacked and ransacked by robbers on the 7th inst. The robbers, besides taking away a quantity of valuable articles, kidnapped one man.

HONGKONG DISTRICT MAGISTRATE.

Yesterday morning about a hundred persons, most of whom were women, arrived here from the Hongkong district and proceeded in a body to the Kwangchow Prefect's yamen. They all knelt down before the official and handed him a petition, in which they lodged a complaint, in strong terms, against the Hongkong District Magistrate's interference with the Chinese. They were at last pacified by the official with the promise that he would attend to their grievances by settling the matter satisfactorily.

COMMANDER-IN-CHIEF.

Taotai Kwok Yun Ching will be appointed to be temporary Commander-in-Chief of the Land Forces in Kwangtung during the absence on leave of Commander-in-Chief Chao Ping Chik.

OPIUM IN KWANGTUNG.

In accordance with instructions received from Peking, H. E. Viceroy Yuan has ordered his subordinates to ascertain the result of the enforcement of the regulations prohibiting opium smoking in Kwangtung, and to submit a report on the investigation, giving in detail the amount of land that was used for poppy plantation and has since been ploughed with other crops, number of opium shops that have been closed, the number of anti-opium refugees that have been established and the number of opium smokers who have recovered from the habit of opium smoking.

CHINESE IN SIAM.

On receipt of information to the effect that the Chinese, mostly natives of Kwangtung and Fokien, residing in Siam, have recently been called upon to pay a poll tax to the Siamese Government and that they are furthermore given differential treatment there, Viceroy Yuan Shu-kuan has forwarded to the Ministry of Foreign Affairs at Peking a dispatch in which he expressed great sympathy with the Chinese residents in Siam in their grievances and urged the Ministry to take into consideration the necessity for concluding an agreement with a treaty between China and Siam, and appointing a Chinese Minister to that country with a view to adequately protect the Chinese residents there, thus relieving them from further disabilities.

FOREIGN DEPUTY.

Taotai Sab, the newly appointed chief deputy of foreign affairs in Canton, took up his duty on the 9th instant vice Taotai So, transferred to the Straits Settlements as Chinese Consul. Taotai Sab will, in the course of a week, take his destination to take up his new appointment.

CANTON OPIUM SMOKERS.

RENEWAL OF LICENCES.

[From Our Own Correspondent.]

Canton, 11th August.
The annual renewal of the opium smoking permits, which are in the form of wooden boards, will take place from the 1st day of the 9th moon. In the city of Canton the number of such wooden board permits issued by the Anti-Opium Association to opium smokers last year was 36,800, while up to the present there are about only 20,000 applicants who have been registered at the Association for the renewal of their permits this year.
From these figures it will be seen that prohibition against opium smoking has been attended with excellent results in Canton. With a view to the more rigorous enforcement of the anti-opium regulations, the members of the Association have submitted a suggestion to the officials that opium smoking permits, now in the form of wooden boards, should be changed to plates; or if wooden boards are to be retained, their size should be increased to a foot by five feet each for the coming year, in order that the holders of these permits may not conceal them either in their pockets or in their wrappers when going to buy opium.

Canton River "Pool."

EXTENSION OF AGREEMENT.

NEW FREIGHT "POOL" LIKELY TO BE INSTITUTED.

12th inst.

Our readers will remember that early in June we published exclusive information concerning the formation of a "pool" by the owners of British, French and Chinese steamers trading on the Canton River. At that time we stated that the agreement then signed by the interested owners was merely a tentative compact susceptible of renewal at the termination of what may be termed a trial run, if it were found that the workings under the provisional arrangements were satisfactory to all concerned. That agreement was made to cover a period of three months. The term which the agreement covered is now about to lapse and we learn that all the parties interested in the matter express the

OPTIMISTIC SATISFACTION.

with the results attained. From interviews with a representative has had with various Chinese gentlemen interested in the river steamers trading to Canton, it is to be gathered that the provisional agreement is on the point of being ratified and that it will be extended to cover a period of one year from September next. The ratification involves certain slight modifications, whilst retaining essentially the main provisions and stipulations of the original deed. From reliable sources, we learn that the alteration to be made refers principally to the distribution of the profit earnings on Chinese passenger fares—though on this point our representative has not been able to obtain absolute verification. The three months' trial run has resulted in a more equitable distribution of the fare profits which should serve to ensure fairer conditions all round, so that the smallest steamer concerned in the working of the "pool" will enjoy the same advantages proportionately to the passenger fares earned as do the larger and better equipped British and foreign vessels.

EXPERIMENTAL WORKING.

We understand that the steamers that are affected under the new combine are the *Kwai-hing* and *Fat-hing*, of which the Canton and Macao Steamship Company and Messrs. Butterfield and Swire are the joint owners; the French boats *Paul Dru* and *Charles Hardoin*, of the Messageries Maritimes, enjoying a subsidy from the French Government; *Kwong Tung* and *Kwong Sai*, of which that popular Chinese gentleman, Mr. Chou Siak, is the general manager; the *Hoi Tung* and *Hoi Ming*; and the *Sun-hing*—nine boats in all, being inclusive of every steamer presently trading on the Hongkong-Canton run, with the exception of the *Hemphill* and *Honam*. We have heard a renewal of

THE RUMOUR.

that a Chinese-Japanese combination is likely to enter into competition on the Canton trade route for both passengers and freight, to which we have been referred by an informant to the effect that such a rumour is without substance. Indeed, we have sufficient knowledge of the business acumen of our Japanese friends to doubt that such competition will ever be instituted.

The capital represented by the signatory parties to the new combine is so great as to render futile any attempt at encroachment on this special trade. The combine is strong enough to withstand almost any opposition. Another factor tending to discourage new opposition against the combine is that, in effect, all export cargo from Canton—i.e., merchandise shipped from that large centre of trade for export to Europe and America is booked by the European-owned lines of steamers. On the British company, at least, the directorate is composed of merchants who control practically the entire export trade in Canton whether as regards the valuable and more payable silk cargo, the greater part of the raw trade, or the "chow-chow" cargo, as miscellaneous freight is designated.

SHIPPED AT CANTON.

for export to the Continent or to the United States. On the other hand, we have it on indisputable authority that the import freight from Hongkong to Canton is similarly controlled by the river lines at any given time. Many of the Chinese merchants here are part owners and directors as well, of the Chinese shipping companies whose steamers ply to Canton. Apart from the present combine, which, as has already been stated in these columns, applies solely to passenger fare, it is understood the Chinese companies have under consideration a proposal to institute a freight "pool."

PROSPECTIVE COMPETITION.

It should, perhaps, be explained that this proposed freight "pool" does not in any way concern the British or French companies, but aims only at a protective working arrangement in the interests of the Chinese lines operating on the Canton River. According to information received by us, this combine is intended to combat the

ANTICIPATING NEW TARIFF.

The British steamer *Alma*, which arrived at Longshui on July 17th from Singapore, has been sold through Messrs. A. Drewell & Co., to Mr. Lou of Hong, and is now known as the *Kwai-hing*. Having been docked and surveyed, she was transferred to the Japanese flag. This was the purchase of steamers, i.e., of course, due to the new tariff which will go into force in July next year.

BOATMAN AND COOLIE.

The *Japan* steamer *Yasuni*, which arrived from London, via ports, on the 18th ult., has been sold to Mr. Harada, of Osaka, the transaction being effected through Messrs. Jardine, Matheson and Co., Ltd. The vessel will be transferred to the Japanese flag immediately.

SALE OF BRITISH STEAMERS.

The *Japan* steamer *Yasuni*, which arrived from London, via ports, on the 18th ult., has been sold to Mr. Harada, of Osaka, the transaction being effected through Messrs. Jardine, Matheson and Co., Ltd. The vessel will be transferred to the Japanese flag immediately.

OPPIUM IN CANTON.

The Wai-wai has forwarded an official telegram to H. E. Yuan Shu-kuan, the Viceroy of the Liang Kwang, in which they state that they have received a despatch from the British Charge d'Affaires in Peking demanding that the opium tax which was imposed on the imported opium should be removed at once. This tax, expressed each chest of opium to be taxed 70c. If such oppressive regulations be allowed in Canton the Indian Government will not refuse the export of opium to China according to the previous arrangement.

A QUESTION OF PARTNERSHIP.

ISSUE TRIED BY A JURY.

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this morning, Tang Wong Shih, married woman, of 22, Salt Fish Street, sued Lai Chi Ching, of the Cheong Hing Steamship Company, to recover the sum of \$5,265.88, amounting to 200 shares lent and interest thereon under promissory notes. Plaintiff also claimed interest on the principal sum of \$2,200 and \$3,000 from the dates on which they were lent to payment or judgment. Defendant at the outset denied that he was ever a partner in the firm and asked for an issue to be tried. Mr. Eidon Potter, instructed by Mr. P. W. Golding, of Messrs. Golding, Barlow and Morrell, appeared for the plaintiff, and Mr. M. W. Slade, K.C., instructed by Mr. W. B. Hind, of Messrs. Britton and Hett, appeared for the defendant.

The jury was as follows:—Messrs. H. F. Hickman (foreman), J. Maxwell, C. Cooke, J. H. Barr, H. T. Palmer, C. R. Cruickshanks and H. Tilmann.

Mr. Potter stated that the action was brought by the plaintiff against the defendant and the Cheong Hing Steamship Company. There was an issue to be tried by the jury. They would have to try whether the defendant was or was not a partner in the firm. An issue had been directed to be tried and all they had to do was to deal with that issue. The Company was formed in 1904, and apparently it did not prove a financial success. The plaintiff, a woman, lent money to the Company and she was now seeking to make the defendant liable as a partner in the firm. In a case where a partnership was to be proved, the presence or absence of documents was immaterial. A man could be proved as being a partner in a firm in many ways. He could be proved a partner by strong formal evidence. Again if a man by his conduct induced people to believe he was a partner then he was liable as a partner. Also if he allowed another man to represent him as a partner without taking steps to deny the truth of the representations he was liable as a partner. He would call witnesses, who would speak to defendant's living being a partner in the firm. There was ample evidence to prove that defendant on several occasions represented himself as a partner and allowed himself to be represented as a partner. If the jury were satisfied with the evidence it would be their duty to say that the defendant was a partner in the firm. He would call a man who had assisted in the formation of the Company and who, therefore, was in a position to prove whether or not defendant was a partner. He would also prove something of a serious nature—that defendant had made certain alterations in the books of the firm evidently with the object of concealing the fact of his being one of the partners. Unfortunately, those books were not in his possession, as in accordance with an order by the Registrar of the Supreme Court they were destroyed owing to their being infected by white ants. Before the books were destroyed, the alterations were made. It was a serious matter and the jury could not come to the conclusion that the alterations were made in good faith with the object of concealing the fact that he was one of the partners. Another person he proposed to call was the accountant of the firm, who would tell the jury how he was introduced to the defendant as being a partner in the firm, that the defendant had drawn money from time to time and had frequently visited the Company's premises. Another witness would say that the defendant took active interest in the firm and a salesman of a coal firm would speak to his having sold to the Cheong Hing Company over \$1,000 worth of coal and that the man who dealt with the coal contract was the defendant. There was no earthly reason why the defendant should have taken part in the Company's affairs in this way unless he had been a partner. The defendant was well-to-do and he could not have occupied a menial position. He must either have been a partner or nothing. The reason why he was not denied the partnership was because the undertaking had not proved successful as a financial concern and he did not wish to be liable. He was taking advantage of the fact that there had been no partnership agreement and he would doubtless say that all the witnesses were speaking the grossest untruths.

CLAIM BY A RECEIVER.

A QUESTION OF OVERDRAWN SALARIES.

Before Mr. Justice Fenzl, Acting Puisne Judge, in the Summary Court this morning, J. H. Seib, receiver and manager of the *Alma*, claimed against Mr. Leo Alameda, defendant, the sum of \$800, being amount of salaries overdrawn by the defendant while in plaintiff's employ. Mr. Butler Johnson, from the Crown Solicitor's office, appeared for the plaintiff and Mr. C. Wilson, of Messrs. Hastings and Hastings, represented the defendant.

Mr. Johnson stated that the action was brought to recover \$800, amount due for salaries overdrawn. It was the actual amount stated in the books of the firm as being overdraw from time to time. When Mr. Seib was appointed Receiver he was given an undertaking that he would not draw overdrawn their salaries and if he overdrawed their wages.

His Lordship—How are you going to prove your case?
Mr. Johnson—I shall produce the accountants' books and call Mr. Seib.
His Lordship—You must go further than that. How are you going to corroborate the books?
Mr. Johnson—By proving the bonuses and wages.
Evidence was called and the case adjourned.

VALUABLE PROPERTY SALE.

OVER A LAKH OF DOLLARS REALISED.

11th inst.

Mr. Geo. P. Lamont put up for sale this afternoon, at his auction room, one lot of valuable leasehold property in Hongkong. The lot comprised houses Nos. 39 to 47 (odd numbers), Hollywood Road, and 48 to 52 (even numbers), Lyndhurst Terrace. It is described as all that piece of parcel of ground situated at Victoria in the Colony of Hongkong, measuring on the North side thereof 15 feet or thereabouts, and on the South and West sides thereof, respectively, 15 feet or thereabouts, and on the East it is 15 feet or thereabouts, which said piece or parcel of ground is registered in the Land Office as Inland Lot 107 and is held for the residue of a term of 999 years from the 8th day of May, 1852, subject to the payment of the yearly rent of 5/6 sterling and to the performance of the covenants and conditions contained in the Crown Lease under which the said lot is held. Area 9,874 square feet.

The sale attracted quite a number of Chinese property owners and brokers interested in leasehold estates. The price first offered for the property was \$120,000; a bid of \$120,000 by Mr. Chung Joy Chuen, a Chinese merchant, secured the property to him as the purchaser. The firm of Messrs. Johnson, Stokes and Master acted as solicitors for the vendor.

THE PARTNERSHIP ACTION.

RECOMMENDATION BY COMMON JURY.

11th inst.

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this afternoon the case was concluded in which Tang Wong Shih, married woman, of 22, Salt Fish Street, sued Lai Chi Ching, of the Cheong Hing Steamship Company, to recover the sum of \$5,265.88, amounting to 200 shares lent and interest thereon under promissory notes. Plaintiff also claimed interest on the principal sum of \$2,200 and \$3,000 from the dates on which they were lent to payment or judgment. Defendant at the outset denied that he was ever a partner in the firm and asked for an issue to be tried. Mr. Eidon Potter, instructed by Mr. P. W. Golding, of Messrs. Golding, Barlow and Morrell, appeared for the plaintiff, and Mr. M. W. Slade, K.C., instructed by Mr. W. B. Hind, of Messrs. Britton and Hett, appeared for the defendant.

The jury was as follows:—Messrs. H. F. Hickman (foreman), J. Maxwell, C. Cooke, J. H. Barr, H. T. Palmer, C. R. Cruickshanks and H. Tilmann.

Shortly after one o'clock, Counsel concluded his address to the jury and after the Judge's summing-up, the jury retired to consider their verdict. After nearly an hour, they returned with a verdict in favour of the plaintiff by a majority of four to three. The jury added a recommendation to their verdict to the effect that they wished to emphasise the fact of the necessity of compulsory registration of partnerships.

The Chief Justice—The same recommendation was made on previous occasions; gentlemen. Your recommendation will receive due consideration.

Mr. Potter—I ask that judgment be entered for the plaintiff with costs of the issue.

Mr. Slade—I ask for a stay of execution for a fortnight. We wish to appeal, as the verdict is against the weight of evidence.

Mr. Potter—I can't prevent the appeal, provided that the stay is granted on the usual terms.

Counsel's application was granted.

ALLEGED DETENTION OF GOODS.

JURY CASE MENTIONED BEFORE THE PUISNE JUDGE.

12th inst.

Before Mr. Justice Hazland, Acting Puisne Judge, in the Summary Court this morning, Donald Harvey sued the Robinson Piano Company, Limited, to recover the sum of \$500, as damages for alleged detention of goods.

Mr. Slade—In reply to the plaintiff's application to the effect of Mr. P. Sydenham Dixon, of Mr. R. A. Harding's office, as representing the plaintiff and Mr. F. P. Hett, of Messrs. Britton and Hett, was for the defendant.

Mr. Hett—I ask for pleadings.

Mr. Alameda—Yes, my Lord, pleadings and an order for a jury.

Mr. Hett—I don't know anything about the application for a jury.

Mr. Alameda—Those are my instructions. The claim is for damages for wrongful detention of certain articles.

Mr. Hett—This question of a jury has just been sprung on me.

His Lordship—The question can be settled after the pleadings have been filed.

Messrs. Alameda and Hett (in chorus)—As your Lordship pleases.

A CONTRACTOR'S CLAIM.

APPLICATION FOR PLEADINGS AT THE SUMMARY COURT.

12th inst.

Before Mr. Justice Hazland, Acting Puisne Judge, in the Summary Court this morning, Lum Woo, contractor, sued J. Baker to recover the sum of \$1,000, being amount due for work done and material supplied. Mr. F. P. Hett, of Messrs. Britton and Hett, appeared for the plaintiff and Mr. H. W. Looker, of Messrs. Defoe, Looker and Deacon, represented the defendant.

Mr. Looker—I would ask your Lordship to make an order for pleadings.

Mr. Hett—I am quite ready to supply my friend with pleadings.

The case was adjourned.

BOILER ADRIPT.

FABRIC BY S. S. "OLENOLOGUE."

12th inst.

The *S.S. Glenlogie*, which arrived from Singapore to-day, reports strong monsoon with fine clear weather.

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LOCAL AND GENERAL.

TELEGRAPH lines to Tokio and Yokohama are interrupted.

11th inst.

The China Sugar Refining Co., Ltd., are paying an interim dividend of five dollars per share.

TELEGRAPH lines to Tokio and Yokohama are now restored but traffic is subject to delay owing to block.

THE receipts of rubber at Para for first half of July were 1,750 tons, including 1,000 tons held up at M. N. S.

PEPPER and gambler are still being cultivated to a certain extent in Ulu belagor and Kuala Langat districts.

MR. McLeod, of Raub, has succeeded in bagging a full-grown black panther which has been carrying away cattle.

OVER 7,000 acres of land has been applied for in Kelantan for rubber plantations. The applicants are Europeans, Chinese and Malays.

A CHINAMAN died of plague on Wednesday at No. 57, Cooke Street, Hongkong. This makes the twenty-fourth case of plague this year.

IN the course of an action in the Summary Court on Friday, it was mentioned that the rate of interest charged by a certain money-lender was 60 per cent.

THE loan of £40,000 obtained from the Hongkong and Shanghai Banking Corporation and the German Bank for the Tientsin-Peking Railway has been paid.

IN the Summary Court on Friday morning, P. Pickford sued Messrs. Palmer and Turner, architects, to recover the sum of \$10.50. The case was adjourned for a week.

"A SHAREHOLDER" has failed to comply with the editor's requirement in not sending his name with the letter which he desires to have published in these columns.

A SURVEYOR was playing with a loaded gun in Kelantan the other day. It went off and the charge lodged in the cheek of another cop. The latter died of the injury and shock.

TWO scoundrels belonging to the U.S.S. *William* were fined \$5 each and ordered to pay \$2 compensation at the registry on Thursday for throwing a stick into the harbour.

A SEVENTY-TWO-YEAR-OLD woman was charged before Mr. E. R. Halliday at the Magistrate's Court yesterday with selling opium and for man in a place other than a market. The defendant was discharged with a caution.

THE Chinese Community of Singapore are starting a weekly paper which will be known as the *Wai-yei Sun*. The journal will be published in English and will deal with local and general news.

THE auction sale of sections E, F, and G, of Marine No. 1, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, has been withdrawn.

THE Indo-China government has decided upon establishing wireless telegraph stations between Saigon and Ha Noi in Tonkin—a distance of about 940 miles. The postal department, with the help of specialists, will take the work in hand.

WE notice that our evening contemporary, *the Lat Pau*, has published an article entitled "In Rubber Land" in which it is stated that the rubber industry in the Malay Peninsula is suffering from a shortage of labour. The article was specially written for, and appeared originally in, the columns of the *Hongkong Telegraph*.

HONGKONG INDUSTRIES.

ENGINEERING AND SHIPBUILDING.

Sir Henry may make the following reference to the industries in Hongkong under European management, in his report on the Blue Book for 1909:

This is one of the most important industries in the Colony. The principal establishments are the Hongkong and Whampoa Dock Co., Ltd., and the Taikeo Dockyard and Engineering Co., Ltd. There are a number of smaller yards, some under European and others under Chinese management, which do a large amount of work.

The Hongkong and Whampoa Dock Company is an old established company. The establishment is equipped with six dry docks, the largest of which is 700 feet in length with an entrance breadth of 76 feet and a depth over all of 34 feet 6 inches besides three slipways and engine and boiler shops capable of dealing with the heaviest classes of engines. Two vessels of over 13,000 tons (gross) each were docked by this company during the year.

The building yard is laid out with furnaces and plant suitable for building vessels up to 30,000 tons.

The depression which existed in 1908 in this industry was continued during the year under review.

SUGAR REFINING.

The year 1909 was a favourable one for the Sugar Refining industry of the Colony as there was a good demand in the Chinese markets throughout that period, and in consequence of a general advance in price all over the world a satisfactory margin of profit was obtainable.

As was the case in 1908, beetroot sugar did not find its way into the Chinese market in any appreciable quantity.

COTTON SPINNING.

During the earlier part of the year the local mill was handicapped owing to the inadequate supply of labour, but this difficulty was overcome. Further difficulty was experienced in obtaining the raw material at the beginning of the cotton season as the crop, although large was a late one.

ROPE MANUFACTURING.

Business has kept steady and prices have remained the same throughout the year.

CEMENT.

The conditions under which this industry has been carried on have been much as in 1908, and there has been a good demand throughout the year.

BREWING.

The Oriental Brewery was at work during the year and its beer in spite of the strong competition of the imported article is gradually finding favour with the public. Its capacity is about 100,000 barrels per annum.

SOAP MAKING.

Messrs. Blackhead and Co. manage a soap factory at Shaikwan. It was established in 1895 and is equipped with modern plant capable of turning out 1,000,000 lbs. of soap per month. The principal manufactures are soft soap, salt water soap, toilet soap and bar soap which are locally consumed or exported to North China.

The industries under Chinese management were:

RATTAN AND FIBRE FURNITURE.

The making of rattan chairs has been an important industry in Hongkong for many years. There has also been lately a large development in the use of what is called sea grass (Arundo Maritima) and hemp straw. The ordinary rattan easy and garden chairs are used all over the Far East and are exported to Australia and latterly to South Africa, and "sea grass" and "lino fibre" furniture is exported to India, Copenhagen and America.

TOMACCO.

There are thirteen or fourteen native factories which do a small manufacturing business, importing the tobacco leaf from Pankhi and the Canton Delta.

TINNED GOODS.

The manufacture of tinned goods in Hongkong and parts of the neighbouring province of Kwangtung has acquired considerable dimensions. The product of the factories are consumed locally and exported to other parts of China and to countries where there is a Chinese population.

SAMSHU.

Samshu or Chinese spirit is made from rice, the fermenting material being a substance composed of rice, bean flour, red earth and leaves which are stated to be castles leaves. Various well-known beverages are prepared by flavouring the spirit with plum, oranges and other fruits.

The retail prices of the ordinary Chinese spirit is under 7 cents a catty. The most expensive beverage distilled locally and composed of roses, ordinary spirit and sugar costs 40 cents a catty. Medicinal spirits have a considerable sale among the Chinese. The spirit principally used is one distilled from millet and obtained from the North of China. To this spirit are added various drugs and the mixture is used as a tonic.

There are seven Chinese distilleries exclusive of the village distilleries in the New Territories which have an annual output of some 300,000 gallons, about one-tenth of which is exported.

VESTS AND ROCKS.

There are three small factories for the making of underwear and socks, and a fourth is shortly to open. This industry appears by now to be an established one. The first factory was opened five years ago, has increased the number of machines and is now beginning to pay its way.

HIDES AND LEATHER.

There are seven or eight tanneries where an inferior kind of leather is manufactured. Gallnuts from Japan are used in the manufacture. The greater part of the hides that reach Hongkong from the interior is sent to the Straits Settlements where suitable hides can be procured, to be tanned, and sent back to Hongkong as leather. There is an occasional export of hides by local dealers to Italy.

PRESERVED GINGER.

Canton has long been noted for its preserved ginger. The manufacture has now been transferred to Hongkong where there are a number of factories; three of which do a large export business.

SOY.

Soy is a sauce made by boiling the beans of the "Glycine hispida, Maxim" adding an equal quantity of wheat or barley and leaving the mass to ferment. A layer of salt and three times as much water as beans are afterwards added, and the whole compound stirred daily for two months when the liquid is pressed and strained. Even or eight Chinese factories are engaged in the manufacture of soy in Hongkong, and three firms export it to Europe. It is also exported to America. The wholesale price is about \$20 the cask of 700 lb. Business during the year has been dull.

TAPER.

There is one paper mill capable of turning out 9,000 lbs. of paper in 24 hours. Presently only half the machinery is used and about 200 men are employed. The mill is lighted by electricity. Most of the paper is exported to China; a little goes to the Straits Settlements and elsewhere to the South. The rags are collected from all over South China; the other materials are imported from England.

VERMILION.

There are three vermilion factories. Their average annual output is stated to be about 800 piculs. There is a demand for the vermilion all over the Far East from Japan to Calcutta. This business is falling off owing probably to the primitive methods of manufacture.

LARD.

There are seven lard factories in existence—the largest turning out about 60,000 piculs a year and the remaining six about 17,000. The lard is exported to the Philippines, the Straits Settlements, etc., and to Rangoon. Business during the year showed no increase.

A TRIUMPH OF SHANGHAI SHIPBUILDING.

TRIAL TRIP OF THE YACHT "LIEN CHIN."

That the Chinese Government and those in touch with modern movements are advancing with modern times was amply shown yesterday to the several dozen gentlemen, Chinese and foreign, who had been favoured with invitations by the Directors of the Kiangnan Dock and Engineering Works to attend the trial trip of the yacht *Lien Chin*, built to the order of H. I. H. Prince Tai Chao, Chinese Imperial Naval Commissioner, says the *Shanghai Times* of 3rd inst. The trip took place yesterday afternoon, when a large number of guests availed themselves of the invitation and assembled on board the yacht at a p.m. being received by Mr. R. W. Mauchan and Mr. Kwang, heads of the Kiangnan Dock and Engineering Works. Shortly after the hour mentioned a start was made, and a trip taken up the Whangpoo, past the Chinese city and the Dock Works, until the seven-mile trench was nearly closed, and the city of Minghong was in sight. The yacht travelled beautifully and smoothly over the whole course, the strong breeze which was blowing tempering the heat of the sun, while the cold beverages so plentifully supplied by the hosts contrived to foil the effects which might have been felt from the overpowering rays of the sun. The top of the Reach having been reached, a start was put on, and the measured mile was run at a speed which showed well over 14 knots. The boat had been built for 13 knots, and this had been made last week, to the yesterday proved herself well able to beat her contract speed. The debarcation was made shortly after 5 o'clock, the crowds on leaving for the Customs jetty having raised three cheers and a tiger for their hosts of the afternoon, who certainly entertained their many guests with a splendid outing, especially considering the heat prevailing on shore.

The new yacht, the *Lien Chin*, is 50 feet between perpendiculars, 17 feet over all, breadth 25 feet, depth moulded 12 feet 6 inches, 500 tons displacement, with a mean draught of 9 feet. She was designed by the Arsenal staff under the specifications of Mr. Suo, the Fleet Engineer of the Chinese Navy, who personally overlooked her construction. She is furnished with two sets of triple expansion engines, 10 in. 16 in. and 26 in. by 18 in. stroke, indicating 914 horse power, the steam being supplied by two Lancashire boilers working at 180 lbs. pressure. In addition, to the main engines, she is supplied with an engine and dynamo capable of running 150 incandescent lights, and a search-light of 2,000 candlepower, this being fitted on the upper platform of the funnel, on the main deck. Altogether this construction, all of which has been done by the Kiangnan Dock, is a splendid piece of work, and one of which the Directors can well feel proud.

The trip was made with the use of special oil supplied by the local agents of the Vacuum Oil Company, Messrs. G. H. N. Co. for the engine and Gargyle Oil for the cylinders, and these gave great satisfaction.

The ship has been fitted especially as a yacht for the leader of the rising Chinese Navy, and is far and away the most comfortable boat that could have been designed for the purpose. Special accommodation has been arranged for his Highness just abaft the engine, where on the main deck, there are a reception room, beautifully fitted up with chairs and tables, and ample bed-room, with chest of drawers and wardrobe, all beautifully carved with a dragon, but without the ordinary gilt colouring so closely connected with most Chinese designs.

A beautiful and convenient bath room, complete with the most modern fittings, besides accommodation for the Secretary, are all in a first suite. Over this is a special cabin wherein the occupant can sit and view the surrounding country or the boundless waste of water as the case may be alone or in small gatherings. On the main deck forward is the Reception Room, fitted with six alcove-like recesses with satin covered settees and high backs, these being splendid places for officials on board, or for the guests of His Highness, with bath and closet accommodation alongside. There is further a private sitting room, also fitted up in red satin. The crilling of both these rooms is in white and gold lacquerwork, which gives a delightful artistic feeling to the whole. Access to these two rooms is from the main deck, or from the upper deck by a specially constructed entrance and staircase. Below this suite of rooms is the main dining room, with three large tables, with chairs with reversible cushion on rattan seats, the whole capable of seating over thirty persons. Behind this are two large state-rooms, for such company as may be on board. These arrangements are all most ideal.

Below this suite there is the mess-room for the officers of the vessel and such guests as are invited on board, which leaves nothing to be desired in the way of comfort, these quarters being entered by doors not at all interfering with those of the principal occupant.

Forward of all, and reached from the upper deck, is a room wherein can be stored the ammunition carried aboard the ship, which is complete with electric light, ventilation, and in case of need flooding arrangements, which make it almost perfect.

There is ample accommodation for the officers on the main and upper decks all, while below, there is space for any crew which the yacht may be called upon to carry.

It is to be under the command of Commander R. T. Hsu, of the Chinese Navy, and will carry besides four navigating officers and four engineers.

NOTES BY THE WAY.

THE GENTLE ART OF VEILED SARCASTIC.

This week I am driven to the unsavoury task of prefacing my "Notes" in a somewhat lachrymose manner. In truth, I am inclined to shout out from the house-tops "Weep, my brethren, for the age of wit is dead." At last week's meeting of the Legislative Council, Mr. Murray Stewart was the author of a refreshing bit of sarcasm, and this is where the sub comes in—not a single member thought it funny, to judge from the serious expressions they wore on their faces. In fact, Mr. Stewart's humour did not last on the stage at all, so to speak, the wit being expressed in the sentiment that there was really no hurry in the matter of the stopping up of roads, for the very simple reason that an idea did not suddenly dawn on one's mind for the elevation of a roadway and that therefore the necessity of immediate action was practically non-existent. But Mr. Stewart went much further than that. He said that he could quite understand special provision being made in the event of an earthquake, but hardly otherwise. An earthquake indeed! We have not had one for many years, which is put it mildly, has proved extremely costly to the Colony, Colwyn pirates, and weird phantoms of strange man-eaters prowling about in Kowloon to the dead of night without the gentle excitement of an earthquake. But to return to the point, it is certainly remarkable that the idea did not suddenly dawn on one's mind for the elevation of a roadway and that therefore the necessity of immediate action was practically non-existent. But Mr. Stewart went much further than that. He said that he could quite understand special provision being made in the event of an earthquake, but hardly otherwise. An earthquake indeed! 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BULLION.

Gold.—About £700,000 arrived in bar gold

the bulk of which was purchased on American account; the remainder was taken by the Continent and India (£70,000), up to the present all the bar gold secured on accounts of New York last week has not been shipped.

The Bank of England received £100,000 in coverings from Australia on the 5th instant; this represents the total supply for the week.

Silver.—The stringency in delivery to which we referred last week became intensified so much so that it could be described only as a famine, into which the market had been anguished by the Indian speculative group. The premium for prompt delivery rose to 1d. on the 8th instant, and on the 9th instant, then, gradually raised to 2 pence, and one-half.

So late a premium as 2d. has not been quoted on cash silver since January 1894, and then for quite a different reason. The Indian Government had been making heavy purchases which obviously raised speculation.

Anxiety to profit by the high prices paid by the Government brought about an actual shortage on this side; but the storage of one or two millions of actual silver deliberately withheld from the market, stamps the present situation as artificial.

The effect of the squeeze on the price of spot silver was to raise the quotation to 35s. on the high instant and into instant; this is the highest price for over two years; namely, since March 20, 1905.

The former had been rendered practically bear sales of forward silver having been made some two months back to the extent of about a million sterling.

These sales were not speculative in the ordinary sense of the word, but were made in the course of business as a hedge against exchange, and similar sales have been, on many previous occasions, bought in or carried forward when due, without appreciable disturbance of values. But, in this case, these forward offerings had been bought up, plus all surplus silver ready for delivery, the actual sales market being left to the sellers, when the sales matured, found that they had been bought napping, and had to pay anything from 2 to 4 per cent for the purpose of meeting their obligations.

To bring about this stringency large speculative risks have been taken, and are still borne by the group responsible for the 'corser,' who have not unloaded any of their huge holding.

To cope successfully with the situation thus created a favourable market must be awaited, and, if that be practicable, there remains the delicate operation of feeding the demand rapidly without provoking a fall in prices.

As a consequence the amount of silver has been sold in Bombay on Ohlon account.

The accumulation of silver in the Indian Treasury continues to increase and has gone up 14 crores during the last fortnight. The daily off take in Bombay is only 3½ bars. The stock there merely shows a reduction of 200 bars, and will increase by two shipments of the way to the extent of 6,400 bars.

Meanwhile official news as to the Moonsam in India continues to be satisfactory. Though the rains are likely to be less steady than usual, there appears to be no cause to expect a large

excess for demand in the total amount.

For this city itself the rainfall has been exceptionally large. During the night of June 22 twelve inches of rain fell in twelve hours—record shower bath even for that city.

The quotations to day for cash and two months are respectively $\frac{1}{6}$ below and $\frac{1}{16}$ above those quoted a week ago.

Messrs. Mocatta and Goldsmid's circular dated London, July 15, says:—

The demand for cash silver mentioned in our last has continued during the past week and the difference widened to as much as $\frac{1}{4}$ d. p. oz. of the 11th instant when a large number of bears had to settle their commitments. Since the premium on cash rapidly declined being a little as $\frac{1}{8}$ p. oz. on the 13th and 14th, though today it has again advanced, the quotations being $\frac{1}{16}$ p. oz. for cash and $\frac{1}{4}$ p. oz. for two months forward.

These large differences which have had to be met by operators, many of whom had sold "bears" as a hedge against China exchange and other transactions will probably tend to restrict business as operators will not care to face the risk of being in a similar predicament again. It was, however, only the natural outgrowth of the policy of the bulls, who have been buying up their purchases instead of carrying them forward in the market, policy to which we made reference three weeks ago.

China took advantage of the high prices to sell freely in Bombay. The stocks in the latter place are practically unchanged at about 8,500 bars but they will be soon swollen by large shipments now on the way both from China and London. The up-country demand remains small and the inquiry for silver for other than speculative purposes is very limited all the while. It is at present the only market where operators pursue their present policy and can expect a continuance of the cash/prime

Gold has been in demand both for American

and the Continent and all arrivals have been taken for export. At the Bank of England £10,000 has been received in sovereigns; and there have been no withdrawals.

AN ECHO OF THE WAR.

In the House of Commons on July 24, Mr. Bowler asked the Foreign Secretary whether he had now received information, respecting the acts contrary to the law of nations committed by the Russian naval forces during the war with Japan in 1904-5, in sinking the *Kolchak Commander* and the *Hibiscus*; and in burning the *St. Ekamata*, and thus destroying the most material evidence for the Prize Court; and whether Mr. Mackinnon was

proposed to submit to them acts without insisting upon due reparation.

Sir E. Grey: I am waiting to receive the full text of the judgment on the last of these cases outstanding. I expect to receive this soon and shall then consider what further communication should be made to the Russian Government respecting them. I must, however, point out that as long as the difference of opinion which was disclosed at the Hague Conference of 1907 exists amongst nations respecting the giving of neutral prizes by belligerents and as long as the final decision in such cases rests with the prize courts of the belligerents, there will be constant risk of such cases recurring with repetition of the same difficulties in settling them.

NOTICE TO MARINERS.

The attention of shipmasters is called to a Russian notification which appears in the Shanghai papers in which notice is given that on or about the 16th instant the present buoy and light-buoys marking the fairway of the Atsuta Channel will be replaced by local standard cast-iron buoys showing occulting lights. The new arrangement should prove a great boon to shipping, for not only will the lights be far more powerful than the present, but being occulting they will be more easily picked up than the present fixed lights. It is interesting to note that the buoys will be the first in Eastern waters to be fitted with incandescent burners.

TAPPING AND SPACING

EXTRAORDINARY YIELD BY SINGAPORE TREE

(State) Mr. H. N. Ridley gives a great deal of valuable information about rubber trees. Full comprehension of the article is impossible without the statistical data accompanying it, but the extracts below give a general outline of his remarks:

Throughout the East, all plantation rubber is obtained by some method of excising the bark whereas in Brazil the process is one of incisions. This latter method has been folly tried in this garden and discontinued for the reason of slow bark recovery of the trees. The method combined with the retention of latex—although in Brazil it is claimed that the amount of rubber is higher per tree. This is very doubtful and probably refers to the average of old trees compared with young trees in the East. From one of the oldest and largest trees in the Singapore Garden 1,145 oz. of latex were obtained in three periods of tapping during 1909 resulting in 36 lbs. rubber. This tree was actually excised on days only, the herring-bone method of tapping something like 4 or 5 pairs of full veins has proved too expensive in bark excision and the single herring-bone method—vertical channel with 4 or 5 half veins, or oblique excisions at an angle of 45° about 1" apart—is now adopted. This we think the most practical method both as regards yield, and economy of labour. The excisions should be made carefully done, i.e., the excisions uniform and not too deep, improvement would appear to lie in the direction in which the latex is collected rather than by the method of the plug. To retard the rapid coagulation of latex on a practical basis is a problem which is not admitted of an easy solution.

YOUNG AND OLD TREES.

13,539, of whom 10,257 are male. The proportion of unpaid passengers to the total number of adult male immigrants remained the same as in 1908. Of these unpaid passengers 1,627 signed contracts; 971 were redeemed by their relatives and friends; 239 were returned to China; 24 were dismissed in Singapore; 230 absconded or eluded or from whom no news was received. The balance of 1,165 immigrants remaining in debt in the first 12 months of 1909. The arrangements with the Hongkong Government, by which an arrival from there is recognised here as a unpaid passenger unless he has previously acknowledged his indebtedness, before the arrival of the ship, has continued to enable us to work with good results.

The chief classes of labour for which contracts were signed were:—Miners 7,601; agricultural labourers 1,830; general unskilled labour 4,350; sawyers, timber and firewood cutters 1,362; mechanics and millers 453; domestic labour 1,000; and Chinese labour 1,143. 1,590 and miscellaneous 117, a total of 16,071.

SINGAPORE TIMES.

According to the *Japan Mail* first plan have been drafted for converting Port Arthur into a suitable commercial harbor. The idea is to cut a wide canal across the isthmus Tiger's Tail, and thus create a new entrance entirely for naval purposes. Pending the completion of this cutting, a large wharf will be built in the west harbor and the approach to it will be dredged. The sum required for the first year's operation of these works is \$1,000,000.

This is not a new idea, by any means, as a similar proposition was advanced during Russia's occupation of the old Chinese seaport. Why the scheme was not carried out is a mystery, as it would have given the Russian war vessels an alternative exit and entrance during the blockade of the port and enabled them to make flank attacks on Admiral Togo's ships.

ed it for his future guidance.

...will again engage most of his attention

100-443887-100

50 or cheaper to tap.

	At 10 a.m.	At 4 p.m.
Barometer	30.7	30.6
Temperature	71	74
Humidity	71	82
Windspeed	1-4	1-4

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,028,958	£2 1/2 for half year ending 31.12.09 @ ex 1/91 = \$15.11	5 %	\$150
National Bank of China, Limited	99,925	7	20	4,000	\$30,552	\$2 (London 1/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$10 for 1908	6 %	\$170 sellers
North China Insurance Company, Limited	10,000	15	45	\$1,500,000	Tls. 207,573	Final of 7/8 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000	\$287,984	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$845 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,500,000	\$7,763	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 sellers
FIRE INSURANCES.								
China Fire Insurance Company	20,000	\$100	\$25	\$1,500,000	\$4,840	\$6 and bonus \$2 for 1908	7 %	\$112 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000	\$425,218	\$27 for 1908	8 %	\$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,500,000	\$3,777	\$10 for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,500,000	nil	\$1 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,500,000	\$20,765	Final of \$1 1/2 for account 1910	8 %	\$31 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,500,000	\$7,537.82	6/- for 1907 on "Preference shares only @ ex 1/91 1/10 = 53.154	...	\$62 sellers
Do. Do. (Deferred)	60,000	45	45	\$1,500,000	\$7,537.82	3rd in of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	94/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$1,500,000	\$192,994	A dividend of 7 1/2 % for y. ending 30.12.1910	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,500,000	\$1,159	A bonus of 5 % for y. ending 30.12.1910	4 1/2 %	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,500,000	\$8,090	\$10 per share for 1903	6 %	\$167
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,500,000	\$13,893	\$3 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	10	10	\$1,500,000	\$1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16
Headwaters Mining Company	60,000	10	10	\$1,500,000	none	First year	...	Tls. 16
Ranch Australian Gold Mining Company, Limited	150,000	4 1/2	4 1/2	\$1,500,000	none	\$1 per share 13th dividend	...	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	50,000	4 1/2	4 1/2	\$1,500,000	none	Final of Gold \$0.65 for 1909 in all G. \$1.15	5 %	41 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$1,500,000	\$8,460	\$1.75 for year ending 31.12.06	...	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,500,000	\$261,847	\$1 1/2 for 1909	4 1/2 %	\$54 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,500,000	\$131,705	Interim of \$1 1/2 for account 1909	...	\$50
Shanghai Dock and Engineering Co., Ltd.	51,700	Tls. 100	Tls. 100	\$1,500,000	Tls. 0.26	Final of Tls. 3 making Tls. 6 in all for '9/10	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 9.222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 4,314	Tls. 6 for year ending 30.2.09	5 1/2 %	Tls. 107 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,500,000	\$24,641	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,500,000	\$1,377	\$1.50 on old shares and 1.50 on new shares	3 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$1,500,000	\$37.9	Final of \$ 1/2 making \$7 for year end 31.12.09	7 %	\$98 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,471	45 cents for 1909	5 %	\$8 sales & 8 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,500,000	\$29	\$2 1/2 for 1909	8 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 63,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 122
West Point Building Company, Limited	13,500	\$50	\$50	\$1,500,000	\$1,958	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2 %	\$39 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 10,991	Tls. 12 for year ending 31.10.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,500,000	\$9,553	50 cents for year ending 31.7.08	8 %	\$5 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,500,000	Tls. 8,373	Tls. 7 1/2 for year ending 30.2.09	12 %	Tls. 57 1/2
Leong-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 68 1/2
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 31,172	Tls. 25 for 1909	10 %	Tls. 140
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,500,000	\$648	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,500,000	Nil	10 cents for 1909	6 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,500,000	\$61,138	10 cents for year ended 28.2.06	...	\$140 sellers
China Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,500,000	\$602	80 cents for 1909	9 %	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,500,000	\$1,891	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$64 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000	\$670	14 cents per share viz. \$1.40 for 1909	12 %	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500,000	\$7,616	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500,000	\$6,176	Final of \$8 for 1909	6 1/2 %	\$135 buyers
Hongkong Rubber Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500,000	\$6,176	Final of \$1 making in all \$2 for 1910	9 %	\$11 sellers
Matschappij, of Mij, Bosch en Landbouwenplaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,500,000	Tls. 61,914	2nd interim dividend of Tls. 12 1/2 for 1910	5 %	Tls. 1,390 1/2
Peak Tramway Company, Limited	25,000	\$10	\$10	\$1,500,000	\$3,014	80 cents on fully paid shares and 8 cents on 1st paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,500,000	Pa. 18,640	None	5 1/2 %	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$1,500,000	Tls. 14,810	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 165 sellers
Shanghai-Sumai & Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,500,000	Tls. 75,000	First year	...	\$10 sellers
Societe des Papiers et Papeteries du Tonkin	13,300	50	25	none	none	None	...	\$200 currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None	...	\$26
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$17,86	10 % for year ending 31st May 1910	1 1/2 %	\$5 1/2 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$11,956	60 cents for year ending 31.12.08	8 %	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	none	\$4,000	60 cents per ord. share for year ending 31.5.09	5 %	\$11 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,941	35 cents for 1909	11 %	\$9 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,500,000	\$2,513	None	...	\$7 1/2 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$782	None	...	\$12 sellers

HONGKONG AVERAGE MARKET PRICES.

Corrected 11th August, 1910, 200 cts. per 5 Mins.

BUTCHER MEAT.

Meat	Price
Beef—Prime cut—Mei Lung	20
" Corned—Ham Ngau Yuk	22
" Roast—Shiu	22
" Breast—Ngau Lam	22
" Soup—Tong Yuk	20
" Steak—Ngau Yuk Pa	22
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chuan	20
Bullock's Brakes— " Know... per set	9
" Tongue fresh—Ngau Li... each	50
" Corned—Ham Ngau Li	60
Head—Ngau Tan	85
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kook	12
" Kidneys—Ngau Yiu	9
" Tail—Ngau Mei	18
" Liver—Ngau Oon	12
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai	100
" tau-kook	85
Mutton Chop—Young Fat Kwai	22
" Leg—Young Fat	20
" Shoulder—Young Shau	20
Pige Chilling—Chi chong	22
" Brains—Chi Kow	12
" Feet—Chi Kook	12
" Fry—Chi Ohak	12
" Head—Chi Tau	15
" Heart—Chi Sum	11
" Kidneys—Chi Yiu	9
" Liver—Chi Kow	10
Pork Chop—Chi Fat Kwai	18
" Corned—Ham Chai Yuk	12
" Leg—Chi Fat	12
" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tan	50
" Kook	50
" Heart—Young Sum	12
" Kidneys—Young Yiu	9
" Liver—Young Oon	12
Sucking Pig, To Order—Chi Chai	22
Suet Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Poultry	Price
Chicken—Kai Chai	30
" Capons, Large, Small—Siu Kai	30
" Ducks—Ap	32
" Doves—Pan Kau	30
" Eggs, Hen—Kai Tau	24
" Fowls, Canton—Kai	30
" " Halan—Hoi Nam Kai	32
" Geese—Wigo	32
" Goose, Wild Shanghai—Shuang Hoi Ye	32
" Ngai	32
" Musk Deer—Wong Keng	32
" Hare—Ta Chai	32
" Partridge—Chi Khoo	32
" Pheasant—Shan Kai	32
" Pigeons, Canton—Pak Kap	32
" " Hothow—Hothow Pak Kap	32
" Quail—Um Chun	32
" Rice Birds—Wo Fa Cheuk	32
" Snipe—Sa Chai	32
" Turkeys, Cook—Fo Kai Kung	32
" " Hea— " Na	32
Wild Ducks, Shanghai, Solap	32
" Teal, Shanghai, Solap	32
" Wild Ducks Canton—Sang Shing Solap	32

FISH.

Fish	Price
Burbot—Ka Yu	10
" Bream—Bin Yu	10
" Canton Fresh Water Fish—Hoi Bin Yu	10
" Carp—Li Yu	10
" Catfish—Chi Yu	10
" Crabs—Hal	10
" Cuttle Fish—Mak Yu	10
" Dab—Sa Ma Yu	10
" Dace—Wong Mei Lun	10
" Dog Fish—Tui To Sa	10
" Eels, Congo—Hal Man Yu	10
" " Fresh water—Tam Sol Yu	10
" " Yellow—Wong Sin	10
" Frog—Tien Kai	10
" Garoupa—Sek Pan	10
" Gadgou—Pak Kap Yu	10
" Herring—Tui Pak	10
" Halibut—Cheung Kwai Yu	10
" Labrus—Wong Fa Yu	10
" Loach—Wo Yu	10
" Lobster—Lung Ha	10
" Mackerel—Chi Yu	10
" Monk Fish—Mon Yu	10
" Mullet—Chai Yu	10
" Oyster—Sung Hoo	10
" Parrotfish—Kai Kung Yu	10
" Perch—Tau Loo	10
" Pike—Pa Pau Pong	10
" Placod—Pan Yu	10
" Pomfret, Black—Yak Cheung	10
" Pomfret, White—Pak Cheung	10
" Prawns—Ming Ha	10
" Ray—Tui To Sa	10
" Rock Fish—Sek Kan Kung	10
" Roach—Chen Yu	10
" Salmon—Chai Yu	10
" Sea Bream—Chai Yu	10
" Sole—Chai Yu	10
" Tuna—Chai Yu	10
" Yellow—Wong Sin	10

Shark—Sa Yu	Price
Skate—Po Yu	10
Shrimps—Ha	10
Squid—Lap Yu	10
Soles—Tat Sa Yu	10
Tench—Wan Yu	10
Turbot—Choi How Yu	10
Turtles, small, fresh water—Kook Yu	10
White Bait—Ngau Yu Chai	10
FRUITS.	
Almond—Hung Yan	25
Apples, (California)—Kam San Ping	24
" (Chefoo)—Tin Chuan Ping	10
" (Small)—Hoi Tong	7
" (Constant)—Fai Lai Chai	5
Bananas, fragrant, Canton—Sang Shang	5
" (bridges), Macao—San Heng Chai	5
Chambola, Chinese—Fong Lut	13
Carambola—Young Tau	13
Cocoanuts—Yeh Tai	10
Grapes—Siu Tai Tai	18
Lemons, China—Ning Moong	18
" Amer.—Kam San Ning Moong	7
Lichess, Small Stone—Lai Chai	25
" Fresh, Lai Chai	10
Limes, (Salon)—Sal Kung Ning	6
Moong—Kam San Ning	6
Mango, Manila—Lai Sang Moong	10
Mango, Saigon—Sal Kung Moong	10
Mangosteen, San Chuk Tai per doz	20
Oranges, Tim Chang	10
" Small—Tai Kut	10
" Mandarin—Tim Kut	10
Olives—Pak Lam	10
Pastor Fruit	10
Pears, (American)—Kam San Shui Li	4
" (Canton), Cooching—Sa Li	8
Peanuts, —Fa Sang	10
Perlimmon, Large—Hung Chai	15
Pine-apples, 1st quality—Shung Foon	10
" 2nd quality—Shung Foon	10
Paw-law	10
Paw-law	10
Plum—Tai Chai	3
Plum, Swatow—Hung Lai	7
Pumelo, Siam—Chin Lo Yau	10
Walnuts, Hop Tau	10
" Green—Sung Hop Tau	7
Shanghai Lo Kwai	5
VEGETABLES, &c.	
Artichokes, Shanghai—Shung Hoi Ah	10
Chai Chank	10
Beans, (French) Macao—Oh Moon Pin	14
Beans, (French), Shanghai—Shung Hoi	14

(ESTABLISHED 1881.)

\$36 PER ANNUM.
SINGLE COPY 19 CENTS

Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE:			
HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 8th August.		THURSDAY, 11th August.	
8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAM		8.00 A.M. HOMAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN		10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 9th August.		FRIDAY, 12th August.	
8.00 A.M. HOMAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HOMAM
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 10th August.		SATURDAY, 13th August.	
8.00 A.M. HEUNGSHAN 8.00 A.M. HOMAM		8.00 A.M. HOMAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN		10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
		SUNDAY, 14th August.	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 5 P.M. (16th Company's Wing Lok Street Wharf).
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO
On **SUNDAY, the 14TH AUGUST, 1910.**
The Company's Steamship "**HEUNGSHAN,**"
will depart from the **COMPANY'S CANTON STEAMERS' WHARF** at 9 A.M.
and return from Macao at 3 P.M.

FARES:

1st Class Return \$4, Single \$2, and 2nd Class Return \$1, Single 60 cts.

By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Goke will play during the trip.

N.B.—There will be no morning steamer from Macao or afternoon steamer from Hongkong on the above date.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HONGKONG" 457 Tons
Departs from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departs from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

QUANTON-WUCHOW LINE.
S.S. "SAINAM," 180 Tons, and "NANNING," 560 Tons.
One of the above steamers leaves Quanton for Wuchow every Monday, Wednesday and Friday, at about 5 a.m., and the other leaves Wuchow for Quanton on the same days at 3.30 a.m. Round trip takes 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lianhai" and "Sannoi." These vessels have Superior Cable Communication and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Blake Pier.

HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909

A. F. DAVIES,
Manager. 125

ASTOR HOUSE
(LATE CONNAUGHT HOTEL),
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management... Large and Comfortable Rooms. Excellent Cuisine and the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor,
Telephone 300

N. BEUMENTHAL,
Manager
Telephone 1147

THE
"REMINGTON"
TYPEWRITER

Is not the cheapest when purchased, but is the cheapest in the long run, as is proved by the fact that the number of Remingtons sold usually is far greater than that of any other make.

It has always been and is today the recognized leader among writing machines.

It does the best work and wears longest and longest time.

CAUTION.—Beware of skillily renovated old Remingtons sometimes put on the market, which are on the market just now. They are offered at low prices and appear new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON
HARRISON & CO.
(Incorporated in England.)

Intimation.

Powell's

ARE SHOWING
UPHOLSTERED
FURNITUREIN
GREAT VARIETY.

LARGE, DEEP

AND

COMFORTABLE

LOUNGE

CHAIRS

SETTEES.

Chesterfields.

DINING

CHAIRS.

OFFICE

CHAIRS.

FANCY

CHAIRS.

SHOW ROOMS

FIRST FLOOR

Alexandra

Buildings.

THE SOUL OR TRADE.

THE NEW SHOPKEEPING.

There have been three epochs in the history of retail trade. The first began a long time ago.

Of old, the hungry man went out with his stone axe and his flint-headed arrows and killed something. If sport was bad, the farder was empty. There came a time when a certain cave-man grew fat through the circumstance he could make better stone axes, and better flint heads for his arrows, than his brethren, and consequently kill more game. Having waxed fat, commercial genius began to assert itself, and one day, in place of going out and hitting a mastodon with his own stone axe or shooting a dodo with the admirable flint arrow which he had made, this primeval Selfridge effected an exchange with a neighbouring hunter. "Take," he said, "this admirable axe: arm yourself with this unsurpassed arrow. Bring me a slice of mastodon to-night, or the liver-wing of your best dodo." Thereafter he sat him down and made more axes and arrows, which, conveniently arranged upon a reindeer pelt before his cave, excited the envy of the tribesmen and formed the first "window display."

HOME-MADE.

The first era of shopkeeping had begun. It lasted long. It endured for a long time—endured, in fact, until the very end of the 18th century. Every tradesman sold the goods which he himself, or his journeymen and apprentices, had made, or else what through his cunning in selection he had bought from the over-sea merchants. The bootmaker sold his own boots. The watchmaker his had made. The grocer sold the tea which he had chosen from the cargoes of the importers.

There came a time when the division of labour was carried further. Men began to make goods in greater quantities than they could retail, and to sell them to others who could retail, more goods than they could make. From this to the factory, enormously aided presently by steam-power, was a short step. Little by little the retailer began to sell, not what he had made himself, but what he had bought from the proprietors of the factory. Birmingham and Manchester arose in their might, and the first epoch of shopkeeping received its death wound.

But the shopkeeper-manufacturer system did not die without a struggle. The retailer of the second era sedulously concealed the fact that he was buying wares read-made. He took particularly good care that the factory-owners should not put his name upon them. Sometimes the factory-made wares were better than those made in the workshop behind the counter, sometimes they were not so good, but always they were cheaper. After a while, as the factories grew in size and number, one manufacturer would compete against another for the favour of the retailer by reducing the wholesale price of his wares.

A QUALITY SECRET.

From sacrificing a part of the profit to cutting down a little of the quality was an easy step. The mighty art of making one thing look like another and a better thing was born. (It was carried to perfection in Germany.) But, whatever the origin of the goods, it was guarded by the retailer like a guilty secret. As long as he could keep up the pretence of being a manufacturer, afterwards, he kept up the tradition of hiding the name of the real maker.

But presently, tired of degrading quality and still being undersold, especially with foreign wares, manufacturers began to get into communication with the public. They began, in fact, to advertise their goods, and to identify them with a brand or trade mark. The shopkeeper at first resented this. It infringed upon the art and mystery of his business. But consumers were quick to recognise the advantage of knowing what they got. It was often next to impossible for them to identify a second time the goods which had satisfied their wants, when these goods were without brand, without any intimation of their source, without any guarantee of the manufacturer. Branded merchandise, backed up by its producer, identified by its trade mark, might cost a little more or it might not; but it could be relied upon. Thus, whether the shopkeeper liked it or not, he had to supply what the public had been taught by advertising to demand. He first endured, then pitied, then embraced. For a long time his attitude was not favourable, and in many places his attitude still is one of hostility to the trade-marked and advertised product.

THE LATEST ERA.

But little by little the resistance of the retailer was worn down. It was shown to him that manufacturers who trade-mark and advertise their goods actually create new wants, sending new customers to the retail counter, and the retailer who cannot get steady trade from a proportion of his new customers thus made for him would not deserve to have a shop at all. The advantage to the retailer of handling branded and trade-marked goods is gradually being recognized.

Its recognition, perhaps, reached a climax when one of the largest general merchants in retail trade outside London called a meeting for the express purpose of urging manufacturers to adopt the use of trade marks, and to advertise their goods to the public. He had grown tired, he said, of shouldering the whole work of salesmanship. It was time that the relatively few manufacturers who put their brand upon their goods—and, after all, with all modern extension, branded goods are still a small minority of trade—should be joined by manufacturers in general. He wanted the guarantee of manufacturers behind their goods; he wanted the benefit to the retailer of the manufacturer's interest in keeping up his quality. He was tired of handling out the degraded results of cut-throat competition among manufacturers. He wanted manufacturers to make their own running with the public, and assist in selling their own goods. This was revolutionary. It was epochal. It marked the beginning of the third era of shopkeeping.

Consumers and the nation will benefit by it. British trade-marks, guaranteeing the quality of British goods, will reduce unemployment.

TRADE MARKS.

There will be no occasion for manufacturers to howl for a tariff to keep out foreign goods if they will consent, as this important retail merchant asked them to consent, to be responsible for their own products. Wherever a home manufacturer's article deserves the public support because of its honest quality and sterling worth, a trade mark will support it better than a tariff. Consumers would rather have the goods which are what they purport to be than goods dressed to look like something better than they are. The housewife who buys German silk weighted with 40 per cent of metallic dust buys in ignorance. She complains that the material splits and cuts, but she has no remedy. If her own skill as a buyer does not suffice to detect the imposture, the whole genius of science as applied to manufacture, especially abroad, is pitted against the skill of the consumer in the detection of the imposture. The lady with the split silk will next time buy another silk that will split just the same because she has no means of identifying the guilty manufacturer.

But the manufacturer who weaves his trade mark into the selvage of the fabric must give honest value, or suffer the consequences. He will not need a tariff to keep out the substitute. His own product will protect itself.—Thomas Russell in *Home & Leisure*.

Intimations.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION-AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GRAY-PAINT,
DANIELS PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL ORNAM
and
P & O, SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Pines and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

THE SANITARY BOARD desires to call the assistance of the public in their efforts to reduce the number of mosquitoes in the neighbourhood of dwellings.

Mosquitoes convey malaria and other diseases and are therefore a danger to the public health.

Mosquitoes require standing water in which to deposit their eggs and these eggs develop in water into larvae and later into mosquitoes, the whole process occupying a week to ten days.

Any standing water therefore within or in the neighbourhood of a house is an encouragement to the breeding of mosquitoes.

Yases and pots in which flowers or green plants are kept alive with water are often found to contain these larvae, unless the water is changed every day and pots and tins in the garden or alongside the servants' quarters will hold rain-water for days and should be collected and buried or put in the dust-bin; the gardener's tank or tub from which he takes water for the garden should be thoroughly emptied and dried every day, while some carbolic disinfectant should be used daily for the drains and channels as the water in the traps may otherwise serve for the breeding of mosquitoes.

Bamboos, which become broken by high winds which will often be found to contain rain water in which mosquitoes are breeding, all broken bamboos should therefore be sawn through at the level of a node, so as to avoid the formation of an open cup, or the broken bamboos should be cut down or rooted up.

By Order,
W. BOWEN ROWLANDS,
Secretary.

Hongkong, 5th August 1910.

Sold by all Chemists

Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude 'no one can number.' You can see these people everywhere. For their life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOL'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh—L. R. C. P., London—Physician Woman's Hospital—Professor University of Bishop's College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasant to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

WANTED.

A N-ENGLISHMAN seeks employment in the Malay States, in Hongkong or elsewhere as ASSISTANT MANAGER in Tin Ore Mining, or Coffee and Tobacco Planting; has a thorough knowledge of Malay, Indian and Chinese.

Apply to—

J. P.
C/o Hongkong Telegraph,
Hongkong, 11th August, 1910.

COLLEGIO DE SANTA ROSA DE LIMA.

A HIGH CLASS BOARDING AND DAY SCHOOL
FOR YOUNG LADIES,
MACAU,
Under the Patronage of His Lordship the Bishop of Macau.

THE CLASSES of the above Establishment will RE-OPEN on the Ninth of September next.

The teaching of the foreign languages forms the principal feature of the College; all the teachers being Europeans, Portuguese, English, French, and German are taught by skilled certificated teachers. There are four Portuguese lady teachers from Portugal, two English, two French, and one German, all possessing diplomas of Certified Trained Teachers.

Besides Languages, the girls are taught in their own Languages Geography, History, Arithmetic, Religion, Morality, and Civility.

Music, Vocal and Instrumental, Painting, Oil and Water colours; Needlework and Embroidery are taught by the same efficient staff of Ladies.

The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class-Rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

The health and deportment of the children are the objects of special care. A monthly report of the progress and behaviour of the girls is sent to the parents.

For terms, and further particulars, apply to
THE LADY SUPERIORESS,
Hongkong, 11th August, 1910.

G. R.

SANITARY BOARD.

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Hongkong, 5th August 1910.

Sold by all Chemists

HONGKONG AVERAGE MARKET PRICES.

Compiled 11th August, 1910, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef steaks and prime cut—Moi Lung Pa 20

" Corned—Ham Ngau Yuk 22

" Roast—Shia 22

" Breast—Ngau Lam 15

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 20

" Sausages—Ngau Yuk Chang 10

" Bollock's Tripe—Kuo 9

" Tongue fresh—Ngau Li 10

" Corat—Ham Ngau Li 65

" Head—Ngau Tau 18

" Heart—Ngau Sum 18

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook 8

" Kidneys—Ngau Yiu 9

" Tail—Ngau Mei 12

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 6

" Calves' Head and Feet—Ngau Chai 10

" Pork Chop—Yeung Pal Kwai 22

" Leg—Yeung Pal 22

" Shoulder—Yeung Shao 20

" Pig's Chilling—Ohl chong 22

" Brains—Ohl Know 12

" Feet—Ohl Kook 14

" Fry—Ohl Chak 12

" Head—Ohl Tai 15

" Heart—Ohl Sum 11

" Kidneys—Ohl Yiu 8

" Liver—Ohl Koo 10

" Pork Chop—Ohl Pal Kwai 22

" Corned—Ham Ohl Yuk 22

" Leg—Ohl Pal 22

" Fat or Lard—Ohl Yau 18

" Sheep's Head and Feet—Yeung Tau 22

" Kook—Yeung Sum 10

" Heart—Yeung Sum 10

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 12

" Suet Beef—Sang Ngau Yau 22

" Mutton—Sang Yeung Yau 22

" Veal—Ngau Chai Yuk 22

" Sausages—Ngau Chai Yuk Tong 22

POULTRY.

Chicken—Kai Chai 20

" Capons, Large, Small—Sin Kai 20

" Ducks—Ap 20

" Doves—Pau Kau 20

" Eggs, Hen—Kai Tai 20

" Fowls, Canton—Kai 20

" Hainan—Hoi Nam Kai 20

" Geese—Ngo 20

" Goose, Wild Shanghai—Sheng Hoi Ye 20

" Nge 20

" Monk Deer—Wong Keng 20

" Hare—Tu Chai 20

" Partridge—Ghe Kheo 20

" Phasian—Shan Kai 20

" Pigeons, Canton—Pak Kuo 20

" Holow—Hokow Pak Kuo 20

" Quail—Ooi Chai 20

" Rice Birds—Wo Fa Chai 20

" Salp—Sa Chai 20

" Turkeys, Cock—Yo Kai Kung 20

" Hen—Na 20

" Wild Ducks, Shanghai, Sul-pai 20

" Teal, Shanghai, Sul-pai 20

" Wild Ducks Canton—Sang Shing Sul 20

" Ap 20

FISH.

Barbel—Ka Ye 20

" Bream—Bin Ye 20

" Canton Fresh Water Fish—Hoi Sin Ye 20

" Carp—Li Ye 20

" Catfish—Chik Ye 20

" Godfish—Mun Ye 20

" Grabs—Hoi 20

" Gudgeon—Mok Ye 20

" Dab—Sa Mang Ye 20

" Dace—Wong Mai Lun 20

" Dog Fish—Tik To Sa 20

" Hais, Geon—Hoi Ma Ye 20

" Fresh water—Tam Sol Ye 20

" Yellow—Wong Sin 20

" Frogs—Tik Kai 20

" Garoupa—Hak Pan 20

" Gudgeon—Pak Kuo Ye 20

" Herring—Tuo Pak 20

" Halibut—Chong Kwan Ye 20

" Lamprey—Wong Fa Ye 20

" Loach—Wo Ye 20

" Lobsters—Lung Ha 20

" Mackerel—Ohl Ye 20

" Monk Fish—Mon Ye 20

" Mullus—Chai Ye 20

" Oysters—Sang Hoo 20

" Parrotfish—Kai Kung Ye 20

" Rock—Tik Lai 20

" Pike—Fa Pau Pong 20

" Plaice—Pau Ye 20

" Pomfret, Black—Hak Chong 20

" Pomfret, White—Pak Chong 20

" Prawns—Ming Ha 20

" Ray—Pai Fa Sa 20

" Rock Fish—Sai Kai Kung 20

" Roach—Gau Ye 20

" Salmon, (Ore), Salt water—Mik Ye 20

Cents.

Shark—Sa Yu 20

Shake—Po Yu 20

Shrimps—Ha 20

Snapper—Lap Yu 20

Sole—Tat Sa Yu 20

Tench—Wan Yu 20

Torbot—Choi Hoi Yu 20

Turtles, small, fresh water—Kook Yu 20

White Bait—Ngau Yu Chai 20

FRUITS.

Intimation.

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SCOTCH WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE

**FINE MELLOW
FLAVOUR.**

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

DEATH.

On August 7, 1910, at Shanghai, Helene Chapeaux, the beloved sister of Marcel and Albert Chapeaux, aged 30 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 13, 1910.

THE FINANCIAL SITUATION.

Advises by the mail from Shanghai to-day, bring more reassuring news of the financial situation in the Northern Settlement, which unfortunately, by reason of the intimate trade relations between Hongkong and the northern port, has not failed to reflect its influence on local native financial circles. The suspension of payment by two native commercial houses of good repute in Hongkong was the direct outcome of the financial stringency of the branch houses in Shanghai; for, so far as Hongkong business was concerned, there was nothing to imperil the final stability of the houses that have since closed their doors. The fear that other Hongkong Chinese houses, having commercial intercourse on a more or less extensive scale with Shanghai, might also be tottering may now be partially allayed by the brighter outcome at the latter port, as a result of the timely assistance which the foreign and Ta Ching Banks have rendered to the Shanghai Bankers' Guild to avert a general financial cataclysm. During Friday and Saturday, so we learn from the columns of the local *Times*, there was a gradual return of confidence as the money borrowed by the Shanghai Taotai gradually came into circulation. The available funds have been divided among such reliable Chinese banks as have been recommended by the Bankers' Guild. They have in turn handed it over for circulation by other banks, with the result that the whole market has felt the benefit of it. Steps are being taken to make an early settlement of the affairs of the three insolvent banks—Cheng Yuen, Chao Kang and Chien Yu, but their accounts are so complicated that the process is not an easy one. Mr. Chen, whose bankruptcy brought on the present situation, is still in the custody of the Mixed Court Magistrate who is preparing a statement of Mr. Chen's obligations and assets. There are some other banks which are solvent, but it is understood that immediate payment will be made upon as the condition of the filled bank is discovered. The Committee of the Bankers' Guild as well as the officers of the Chinese Chamber of Commerce are being engaged every day with the Taotai and his deputies in trying to unravel the difficulties of the accounts of the three banks. This is not the first occasion upon which our Northern neighbours have fallen into evil straits. We have sufficient confidence in the ability of the men at the helm there to tide over the difficulty and with the wonderful inherent revivifying power of the merchants and traders that a way will be found for them to emerge from the present difficult situation if poorer yet, nevertheless, vicer

HONGKONG AND WHAMPOA DOCK CO., LTD.

H. F. YEAKEL, REPORT.

The report and balance sheet for half-year, January 1st, June 30th, 1910, to be presented to the shareholders at the ordinary half-yearly meeting to be held at the town office, Queen's Buildings, on Monday, 22nd inst., at 12 o'clock noon, is as follows:—

Gentlemen—The directors beg to submit report and balance sheet for half-year ended 30th June, 1910.

After paying expenses, interest, Crown rent, insurance, legal expenses, directors' and auditors' fees, and all charges, there remains a net profit for the half-year's working of \$ 16,174.14

Added to which is the sum brought forward from last account 131,765.92

Leaving available the sum of \$148,940.06

During the six months we completed 13 vessels consisting of steam launches, motor boats and lighters, also several marine boilers and a large amount of forgings and castings. Presently under construction we have 2 steamers, 4 steam launches, 2 motor boats, 16 railway carriages, also a large number of marine boilers, four of which are for the S.S. *Hungshan*.

Service launch *Kr3* has been sold at a profitable figure.

The work on No. 1 Dock Extension has proceeded rapidly, all excavation being practically finished. The Dock's dimensions are now sufficient to accommodate the largest ships visiting Hongkong.

It will be noticed that the sum of \$21,000 hitherto standing at the credit of No. 1 Dock Extension Account, has been transferred to reserve, this being possible by the company having paid all expenses against the extension out of Revenue.

HENRY KESWICK,
Chairman.

Hongkong, 9th August, 1910.

BALANCE SHEET: 30TH JUNE, 1910.

Liabilities.

Capital 50,000 shares of \$5 each, fully paid up	\$ 2,500,000.00
Reserve fund	211,000.00
Marine insurance account	88,314.99
Sundry creditors	2,601,154.71
Balance of profit brought forward from last account	\$ 131,765.92
Profit for the half-year ending 30th June, 1910	16,174.14
	<u>\$ 148,940.06</u>

Assets.

Value of Kwai- Cosmopolitan and Aberdeen Docks, Buildings and Plant, including Floating Plant as per latest statement	\$3,507,559.29
Amount since paid on account of additions to Plant	2,666.64
	<u>\$ 3,510,225.93</u>
No. 1 Dock Extension Account.	
Amount paid as per last statement	159,171.16
Amount expended during six months—1st January to 30th June, 1910	6,596.85
	<u>215,768.01</u>
Sundry Debtors	257,380.68
Amount expended on Work in Progress, at 3th June, 1910, less instalments received on account	144,473.22
Material in Stock, at Book Value	881,157.72
	<u>\$ 5,010,309.16</u>

REVENUE ACCOUNT: 30TH JUNE, 1910.

To Interest	\$ 56,784.20
To Rates and taxes	14,347.89
To Crown rent	4,073.05
To Insurance	5,351.21
To Directors' and auditors' fees	8,750.00
To Profit	16,174.14
	<u>\$105,450.49</u>
By Net earnings	<u>\$105,450.49</u>

Kowloon Docks, 6th August, 1910.

CANTON DAY BY DAY.

HAGUE OPIUM CONFERENCE.

[From Our Own Correspondent.]

Canton, 12th August.

H. E. Viceroy Yuan Shu Hsun has received instructions from Peking calling for a report on the result of the prohibition of opium smoking in the province of Kwangtung. It is learnt that the report asked for is required to enable preparations to be made for the despatch of a Chinese delegate to attend the forthcoming International Opium Conference to be held at The Hague this year.

TELEGRAPH FACILITIES.

A proposal has been submitted to the Viceroy by the Commander-in-Chief, Chun Pieg Chik, advocating the installation of a telegraph line connecting the city of Swatow with the port of Swatow for the convenience of communication. The Viceroy has approved of the proposal and has given instructions to the Imperial Telegraph Administration to install the line.

COMMANDER-IN-CHIEF.

The Commander-in-Chief of Kwangtung, Lung Chai Kwong, who arrived here a week ago, on certain official business, left here again on the 11th inst. to return to Kwangtung.

NOTES BY THE WAY.

THE LATEST IDEA OF RAIN.

The rain which burst with a vengeance in the early hours of Friday morning, besides augmenting the ever-diminishing water supply of the Colony, had the unexpected effect of increasing my knowledge of popular superstitions, which are such a prominent feature of humanity, both among progressive and uncivilised races. The latest idea regarding Jupiter Pluvius has emanated from the intelligent brains of that no less intelligent individual commonly known as the house-boy, and as, unlike a good many of my fellow-creatures, I am loath to keep the good fortune to myself, I pass it on to my readers as food wherewith to replenish their ever-expanding knowledge. On the authority of the individual in question, it would appear that every time old Jupiter lets loose his heavenly host, the phenomenon is nothing more or less than a spirit of vengeance evoked by the terrible God of Revenge. The thunder-storms are the work of that same deity, who, by way of a wrathful demonstration of the Colony's wickedness occasionally seeks to proclaim his anger by hammering on the floor of Heaven with a terrible instrument. Then again, when his anger has been appeased a big, the supreme one above sends down huge bucketsful of water in order to wash out the filth stains left on Mother Earth by the general wickedness of her inhabitants. It strikes me that one solitary specimen of those wonderful buckets would fetch a fortune at Christie's but I fancy like all the other things which are extolled to the skies by devout missionaries as pertaining to no less a place than Heaven, the existence of the heavenly receptacles is the work of an imagination which is inclined to soar into ethereal flights.

THE STORY OF THE CABBAGE.

This basket question reminds me of an equally wonderful cabbage which at one time is said to have existed in America. A party of Americans were gathered at the bar of a certain grog-shop in New York City, when the talk drifted to strange and weird phenomena. "Why," said one whose reputation for a wholesale retailing of tall yarns was greater than his efforts towards veracity, "I was once shown a cabbage as big as this 'ere bar-room and no mistake about it." Whereupon the other said: "That's nothing. I once saw a kettle as big as a church." "God bless gracious!" exclaimed the first speaker. "What earthly use could there be for such a kettle?" "Why," calmly rejoined the other, "to boil your cabbage in." Collapse of first speaker.

WANTED—TRAFFIC.

My allusions to the woe's downpour of the much desired rain are by no means over. With- out debating about the bush, I shall proceed to the point at issue. As is well known, a systematic regulation of traffic in Hongkong is, to a limited and purposeful, an unknown quantity, but in no part of the city is this absence of order more apparent than in the vicinity of the Post Office. At any time the state of affairs in the most congested part of the city is bad enough, but it is doubly so on a rainy day, such as has characterized the past few days, when the least disorder of traffic on the public foot-paths by a single individual is necessarily highly inconvenient to the others, particularly at a moment of a sudden vicious downpour, when a victim, before he can have time to dart into an adjacent doorway, stands a good chance of being drenched to the skin, owing to a general blockade on all sides, which effectually stays his progress. Only yesterday, I saw two natives of the stamping variety sustaining a dispute with remarkable vigour, right in the middle of the pavement, umbrella and all, to the detriment of the general traffic, the whole width of the pavement being occupied by the wild gesticulations of the contestants. Meanwhile, a swag-ging Sikh constable calmly looked on with a gentle expression on his face or, if I am not correct in saying that the worthy fellow deliberately refused to do his duty, he must surely have been staring into vacancy, which makes one mildly wonder as to what earthly use there can be for these Indian guardians of the peace. Surely not for the sweet sake of ornamentation. It would on the other hand be far more consistent with good sense to preserve them in glass-cases as sturdy sons of India for the glorification of their native land. And it is not so long ago either that I was treated to the edifying sight of a perambulator with a child in it being pushed along the pavement in one of the busiest parts of Queen's Road by a sleepy ayah who refused to believe that she was making herself a general nuisance to everybody. Such a thing is only possible in Hongkong. Could not one of the unofficial members of the Legislative Council, if by any chance he comes across these lines, ventilate the matter before the auspicious body of which he is a member? I don't know, if there exists in the Colony such an Ordinance as that providing for the regulation of traffic. If there does not exist one, some such measure needs to be framed in the interests of the Colony's good name, but if there does exist one, as is most probably the case, it needs amending, very badly. The regulation of the traffic, assuming there is any regulation at all, as conducted at present is certainly capable of considerable improvement. For instance, with the prevention of such daily occurrences as natives ploughing about in front of shops adorned with their huge, wide-brimmed hats adorning their heads, clothes with bulky loads jostling the pedestrians into the side-channels of the roads, the authorities will at the same time prevent visitors from making the Colony a laughing-stock among prospective tourists and save the residents the painful necessity of continually having shafts of ridicule flung at them. Why can't the authorities bring the Colony into line with other civilised cities in the matter of its traffic? The unofficial members of the Legislative Council are not appointed as the representatives of public opinion for the sake of their amusement but mainly for the purpose of

public utility—and if they fail to take up this pressing question very soon, then their appointments will surely deserve the title of a screaming farce.

REGISTRATION OF PARTNERSHIPS.

At the conclusion of a certain civil action before the Chief Justice the other day, the jury in whose hands was entrusted the trial of an issue as to whether the defendant in the action, had or had not been a partner in a certain shipping enterprise, since defunct, on which issue the whole case turned, returned a verdict in favour of the plaintiff and added to their verdict a recommendation emphasizing the fact that there should be compulsory registration of partnerships. The recommendation in question is by no means the first of its kind, as the Chief Justice explained that suggestions of a similar nature had been made on former occasions. Having said that, the Judge concluded by informing the jurors that their recommendation would receive due consideration, but in spite of the fact that the learned legal luminary refrained from expressing any further views upon the subject he left a distinct impression upon the minds of his auditors from which it was to be inferred that it was a case of everybody's business being nobody's business. Now to the most superficial observer of men and things and particularly the dark ways of some tradespeople it must be clearly apparent that the absence of compulsory registration of partnerships is capable of inflicting considerable hardship upon business circles. In fact, it is one of those legal anomalies which seems inconsistent with the recognised principle of British justice. But that is no reason why the civil law of the Colony should not be so modified as to ensure justice and equity being dealt out to those who are most in need of them, but who are frequently confronted with a legal topsy-turvydom of the most exasperating type. A certain genius once said something about the law being an ass. He was perfectly right. It is to be hoped, however, that the delays of the law will not be exercised in the present instance.

QUATERS (?) LOZINGOS.

A certain Government official, who is certainly not blessed with a princely salary, has been bewailing to me the high cost of living and particularly the wasteful excess of the Government in certain respects and their cheese-paring methods in others. For some time past, it appears, a number of these lowly individuals have been turning over in their minds the question as to whether it would be a politic step to spring a deputation on the Government asking for some land on which matsheds could be erected for their accommodation in view of the excessive rents prevailing. I have also a vague recollection of an allusion to roads being macadamised by the authorities, only to be washed off by a sudden deluge. I have not been able to ascertain the real object of my informant beyond the fact that a certain amount of his salary has to be contributed to the Widows and Orphans Fund, the rest being swallowed up in rent and other household expenses. Doubtless, the gentleman has in view the amelioration of the conditions obtaining among subordinate Government officials but it would require a positive genius to bring into existence that desirable state of affairs. That genius yet remains to be born.

CASUAL CRITIC.

LOCAL AND GENERAL.

H.M.S. *Albatross* arrived in port this morning from Shanghai.

NELSON T. JOHNSON has been appointed American Vice Consul-General at Hankow.

Two natives were fined \$500 each at the Magistracy this morning for being in illegal possession of 1,408 tons of prepared opium.

THE seven alleged Colman pirates were again brought up before Mr. E. R. Hallifax at the Magistracy this morning and remanded.

IN its budget the Yuchuanpu estimates the expenditure on building railways next year at about Tls. 40,000,000 after balancing accounts.

A NATIVE was charged at the Magistracy this morning with falsely representing to a married woman, that he had a share in Nos. 40 and 42, Cross Street, thereby defrauding the complainant. The sum of \$5,000 on the 30th December last. The case was remanded. Mr. F. X. Almeida prosecuted and Mr. A. G. Jackson appeared for the defendant.

REUTERS correspondent at The Hague states that Prince Henry of the Netherlands has postponed his visit to Brussels owing to his having fallen from his bicycle and fractured his collar bone.

HIS Excellency the Officer Administrator of the Government-in-Council has been pleased to direct that a book or books, to be entitled the Copyright Register, shall be kept by the Registrar General in his office.

As the funds for the construction of the Yü-nan railway have been exhausted, it is proposed to obtain a foreign loan to meet the demands and strong endeavours are being made by British and French capitalists to obtain the loan contract.

An official statement was made at Berlin on the 17th inst. that the ship canal from Stettin to Berlin will be completed and ready for traffic by the summer of 1911. The distance between the two cities as the crow flies is 18 miles.

THE Government has received a telegram from the Yünnan Viceroy requesting the Waiwupu and the Ministries of the Interior and Commerce to send delegates to survey and determine the sites of self-opened commercial ports.

A YOUNG American was charged before Mr. E. R. Hallifax at the Magistracy this morning with alleged assault on an Indian watchman in the employ of the Hongkong Hotel. The summons was dismissed, as his Worship was of opinion that the complainant was telling falsehoods.

COCONUT CULTIVATION.

A HOME VIEW OF THE "CONSOLS" OF THE EAST.

INTERPLANTING WITH RUBBER.

It would appear from certain letters which have recently reached us that a number of investors in Middle East Plantation Rubber shares have scarcely grasped the position as to coconuts when such trees have been planted among the assets of the estates turned over to the companies in which our correspondents are interested, says the *Singapore Free Press*. The prevailing impression appears to be that coconut-trees are interplanted with the rubber, and this impression, naturally gives rise to a query as to how the development of the former will interfere with the latter, and vice versa. Such troubles are able to at once dismiss with the definite statement that on any well-managed Middle East plantation it is not and never has been the practice to attempt, on a serious scale, interplanting coconut and rubber trees. What may have taken place on native-owned properties in Ceylon or Malayan estates under other than European management we cannot say with certainty. But of this we are sure—that outside some possibly exceptional cases, such interplanting is bound to end in failure, owing to the antagonistic soil requirements of the two varieties of trees. The coconut-tree, through the comparatively shallow but wide-spreading root development, would, if planted through the Hevea Brasiliensis on other than drained swamp ground, intercept the natural surface nourishment so important to the development of the latter, whilst if it were possible, to imagine the two varieties growing together, the Hevea foliage would soon prove inimical to the growth of the coconut-trees fruit.

Before leaving this particular point, however, we may mention that in Java and Sumatra, as well, though in a more modified degree, the practice of surrounding planted sections on some estates of Hevea with belts of coconut-trees is finding considerable favour. It is believed that a three or four row deep belt of coconut-trees round, say, a 300-acre section of a Hevea rubber estate will act as a protection to the rubber, and materially help in preventing disease, should it break out in any part of a property, from spreading among all the rubber. This, so far as we can discover, is the nearest approach to what might be termed inter-cultivation of coconut-trees and Hevea Brasiliensis and a moment's consideration will soon convince the average reader that such a method is not interplanting in the usually accepted sense of the word.

COCONUTS IN CEYLON.

In considering the coconut-tree from a commercial standpoint, it is not of vital importance to attempt a decision as to whether or so it is indigenous to the Middle East. The tree has been known in Ceylon for many years, and has been cultivated, chiefly by natives, with practically unvarying success for many decades. The extent of this cultivation in Ceylon alone can be judged by the fact that the acreage under coconuts in the island exceeds the total area under rubber throughout the whole of the Middle East at the present time! The slow growth of the tree in the island—about eight years being required to bring it into bearing—prevents its cultivation appealing to European planters. Once the stumps are in, the ground being usually planted sixty or seventy to the acre, and the stumps fenced to prevent damage, cattle are allowed to feed on the grass between the growing trees. With reasonable care pest plagues can be avoided, the most common, perhaps, being attacks from the borers beetle. This pest can be, and usually is, exterminated by inserting a wire into the hole the insect has commenced to bore into the trunk, and extracting the intruder with a needle. The attraction of coconut cultivation to the native can be easily understood from the scanty outline we give of the necessary procedure; but it is not difficult to imagine an alarmingly high percentage of cases of insanity among Europeans should they seriously devote their entire energies to coconut-growing during the years, which must elapse between the planting-out of the stumps and the gathering of the always considerable profits. That these profits are substantial may be judged from the fact that an acre of coconuts can be brought into bearing in Ceylon at a cost of £5 and a revenue accruing from the trees in eight years old and on wards can be put at from £250 to £500 per 1,000 trees. Indeed, it has been said that one old and good-bearing coconut tree will keep at least three native families in comfort—not, perhaps, quite up to local Park Lane style, but in a perfectly decent Cingalese-Sydenham fashion.

COPRA.

The profits—or at any rate the major portion thereof—which accrue from successful coconut cultivation are derived from copra, the dried "meat" of the nut familiar to every British child, and an agonising memory to most of their parents. The yield of nuts per tree naturally varies, but, generally speaking, the nuts increase in number and in size between the period—roughly, some twelve years—when the tree has reached the bearing age, and arrival at maturity. It is difficult to give, even approximately, the years during which a tree will remain in bearing, as in different countries and under various soil and climatic conditions, the yields per annum not only vary in quantity but trees are said to go out of bearing in some countries earlier than in others. It is true that it has been said that an undamaged fully-grown coconut-tree which will not yield at least some nutlets as difficult to find as a dead donkey in the streets of London; but, as this is not the case, the fertility of the tree is, as a rule, phenomenal, and as an investment to those satisfied with a moderately handsome over-all yield upon the capital sunk in such cultivation may be considered one of the safest things in tropical agriculture.

The making of the copra is a comparatively simple matter. The nuts are gathered and stripped of the outer fibre husk—a valuable commodity in itself—the shells are broken and the "meat" allowed to dry in the open air, or

in drying-houses, after being removed from the fragments of the shells. For this a period of three to four weeks is generally allowed, and the resultant copra is ready for export. In Sydney—the recognised centre for the collection against transport to Europe of the South Seas copra—at least one big British soap-making firm is now extracting the oil and coconut butter in Australia, and shipping these products home, instead of the crude copra. It is understood that this plan will be further developed in the future, since the resultant economy is fairly obvious. So far as the Pacific copra resources are concerned, there are likely to be considerably increased in the future, as a great deal of systematic coconut planting has been recently, is being, and will be, carried out, the main idea of such operations being to assure the big users of copra of steady supplies of the commodity.

THE EUROPEAN DEMAND.

A very considerable quantity of Middle East copra is handled at Marseilles. There the oil and butter are extracted, and the residue is converted into a preparation which is found useful in confectionery. Among the largest users of copra oil and coconut-butter Germany ranks high, and it is open to question whether that country is not actually the largest consumer of coconut products. It is, however, not an easy matter to decide which country is the largest consumer, for, in addition to copra and the oil and butter obtained therefrom, coconut yarn and coir have to be taken into consideration, and materially complicate any attempt to put the consumption by countries in statistical form. The main point, however, is that, so far as copra products are concerned, the general European demand is constantly increasing, and is likely to continue to increase so long as civilized populations are growing—and one soap. The largest British users of copra oil are, our soap manufacturers, but, as we said above, at least one firm has taken effective steps to render itself secure against market fluctuations through either controlling or owning certain sources of supply, and it is only possible to hazard a guess at the amount actually consumed in the particular industry referred to. Whether such a guess is worth making is such a moot point that present purposes will be amply served by stating that the demand for copra oil in Great Britain shows no signs of retrogression, and the generalisation with regard to Europe as a whole holds good for England in particular.

COCONUT CULTIVATION PROSPECTS.

Accepting, then, the fact that the demand for coconut products, and particularly for copra oil and coconut butter, is as great as the supply, and that increased production will only mean the filling of an increased demand, the point we brought forward earlier in this article as to the profitability of coconut cultivation is made clear. We have stated that coconut growing is not an occupation usually acceptable to the European temperament, but there is no reason why in the future, as has been the case in the past, European, and particularly British, capital should not find a profitable outlet in this industry. How far coconut cultivation will run in conjunction with rubber or other products in the Middle East, even on the lines which are being adopted in Java and Sumatra, it is not easy to say. But it is feasible to imagine a matured estate of coconuts alone—brought to a stage by native—being acquired and developed out of all knowledge under European control, and with the help of British capital. The matured portion of the estate and the gradual opening up and planting of additional acreage would afford plenty of occupation for a European staff and the additional cost such a staff would entail should be more than offset by the savings effected by an efficient and honest management.

THE PACIFIC ISLANDS.

It is, however, when we turn to the Pacific island—supposed by most authorities to be the natural habitat of the coconut-tree—that the possibilities of coconut cultivation from the investment standpoint become even more apparent. The natural supplies in most of the larger islands have been already supplemented by planting partly under native and partly under European and American auspices, but under white control the industry is capable of enormous development. With practically ideal climatic conditions—bar occasional hurricanes—a plentiful supply of native, and generally speaking, readily adaptable native labour, which is also cheap in nearly all of the islands, the cultivation of coconuts and the exporting of the products as copra, coconut yarn and coir could scarcely prove under efficient management other than remunerative, and could not fail to be less profitable than under the slackest conditions as which obtained in the earlier years of the copra trade. Whether the oil and coconut butter extractions, with the subsequent preparation of the minor copra products, are carried out at some Australasian centre or centres, or whether the copra, as was recently the case, should be shipped to European ports and treated, is immaterial from the coconut-grower's point of view. What he has to consider is the prospective profitability of such a venture, and with the knowledge that there exists a steady, ever-growing demand for the principal products of the coconut, it could scarcely fail to prove successful.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next at 3.45 p.m. Included in the orders of the day are the following items:—

Report from Government relative to a modification of the requirements of Section 188 of the Public Health and Buildings Ordinance 1901, in respect of the proposed extension of the Tung Wah Hospital.

Report of the Select Committee appointed to investigate the Proposals for the Departmental Disposal of Refuse for 1910.

Motion by the Head of the Sanitary Department relative to dust and water carts.

Motion by the Head of the Sanitary Department relative to additional accommodation for poultry in the Central Market.

Memorandum by the Medical Officer of Health and Lint-Col. Sir J. F. Fyfe, Bart., relative to malaria and its prevention.

Correspondence relative to the sewerage contract.

Chinese in Malaya.

BEST WORKMEN IN THE WORLD.
HOW RUBBER IS GROWN.

"The Chinese in the Malay States is the best workman in the world—if you know how to handle him. He is a hard worker and a good mixer; he thinks for himself, he is inventive, and he is pretty honest. But he is no good if you pay him wages. He'll just sit down at it and loaf. But put him on contract, where he can make a profit and he'll dig into it. The Indian is always lazy. He sits down beside his work and groans, because he hasn't earned what he wants. The Chinese are a necessity."

Mr. Horace F. Martin, who has just returned to Sydney from the Malay States, where he has been for the last 10 or 11 years, thus records his experience of the Chinese, who make up a large part of the population there. But he has had a good deal of experience of rubber planting and tin mining, too, and has something to say of them, and of the rubber boom.

CHINESE AS BUSINESS MEN.

"The Chinese are the smartest business men anywhere," Mr. Martin went on yesterday. "They are born traders. They are the retail shopkeepers and merchants—the middlemen of the East. The Europeans plant, and the big wholesale manufacturing and importing firms are British and German, but they sell to the Chinese retailers. To show you the way the Chinese run things. This is how they work the tin mines. A Chinese starts with a little capital. He gets his land, and employs contractors. He pays them once a year—just before the Chinese new year. But they have to draw about 75 per cent. of their pay in advance. For that he charges them 20 per cent. extra. Then he keeps a store, and sells his men their mining tools, and ropes, and clothes, and food, and opium. The Government tried to stop the sale of opium, but they couldn't. So they took over the monopoly of it instead. It was impossible to stop the Chinese taking opium. And a good thing, too. The Chinese is no use except when he has his opium. Why, he has no other vice! Well, the Chinese employer charges his own men as much as anyone else, and he makes another 20 per cent. profit. The result of it all is that by the end of the year he has hardly anything to pay. And so Chinese can work mines that only just pay the wages sheet. Europeans can't work their Chinese employees that way. There would be trouble."

"Then the Chinese are good workmen in another way. When tin went down we told our men 'Either we'll have to close the mine, or you must take a reduction in wages.' We cut them down 20 per cent., and they said 'Baik la'—all right. Compare that with your trade-unionist Chinese get 75 to 80 cents a day, engine-drivers a dollar a day, experts and assistants up to one dollar 20 cents a day. A dollar is 2s. 4d. There's no white manual labour. It's not the climate for that. But, though the cost of living is high, wages are higher. A European underground mine boss—not a mining engineer, just a shift boss—will get 150 dollars a month. European mine managers and so on are paid sometimes by results, but anyhow very well."

THE EXPANSION OF RUBBER.

"Six or seven years before the rubber boom," said Mr. Martin, "we used to laugh at the one or two people who planted rubber. They were mostly tea and coffee planters from Ceylon, and they put the rubber in when coffee went down. These men used to live on the small of an old rag, and take jobs anywhere, just to keep their plantations going. I have known them absolutely not knowing what it was to own five dollars. And now they are nearly all millionaires. I know one man who planted 100 acres of rubber a few years ago. When rubber went up to about 6s, he was drawing about £9,000 a year clear profit. And of course he's drawing proportionately more now. Valuations are made with us on a five years' purchase, and estates are valued on the basis that rubber is worth only 3s a lb., and that in 1915 it will only be worth 2s a lb. We reckon the present values of rubber are inflated. It will come down again to 3s or 2s. But it will go up higher first. By the end of the year I expect it to touch 15s."

"Then, the expense of planting rubber is small—less than 1s 6d a lb. One of our biggest planters—his trees are six or seven years old—says he can produce rubber at 4d. a lb. That shows you what the profits are like. Of course, they're planting like the very mischief. But there's plenty of good land left, and it pays to plant it still."

HOW RUBBER IS GROWN.

"A few years ago we reckoned the tree should not be tapped before they were five years old. If your trees are clean and well looked after, you can tap them after three years. It doesn't interfere with their growth or output. A four-year-old tree should produce a pound of rubber a year. Rubber is planted all over the Malay States. A great deal of tapoca and gambier used to be put down. The planters had to clear the jungle away for these, so they put rubber in between the tapoca lines. Rubber is planted either from seeds or from stumps bought at a nursery. If you plant with seeds, over 50 per cent. will germinate, but of course they take longer to grow. Of the stump only 70 or 80 per cent. survive, because some of the roots will have been broken and destroyed in moving them. But those that grow will be a year ahead. Originally, the plants were put in 15ft. apart—some only 10ft. But experience shows that they should be 20ft. apart. Rubber used to be mostly in the hands of Chinese, but now nearly all the estates have been floated into companies. The Chinese hold a good many shares."

ABOUT TIN MINING.

"Tin is mainly worked by Chinese on the hills. There are a few companies. Everyone says tin mines are being worked out, but they seem to keep going all right. About two-thirds of the world's supply comes from up there—from Persia and Selangor. Tin is a man-

aged this way. Suppose you wanted, say, 1,000 acres in one of the States. You would go to the Lands Office and put in an application. If it was successful you would get a grant nominally from the Sultan, through the Council. It would be signed by the Resident, and give you a perfectly good title. But there might be more than one applicant. The Chinese are such a crowd! One of the clerks might be in the pay of some of the outside Chinese. He would probably just pigeon-hole your application until next morning, and by then some of the Chinese would have applications in. The land doesn't necessarily go to the first applicant. When there are several, it may be put up for auction, and if the Chinese think they are on to a good thing they will bid right over your head. When you get the land you let it out to Chinese, and they work it for you on tribute. A lot of the work used to be done on the truck system, but that's supposed to be stopped."

HOW THE STATES ARE GOVERNED.

"They are protectorates. The Sultans are nominally independent. But the government of each State is carried on by a council, consisting of the British Resident and assistants, the Sultan and a few rajahs, and European and Chinese representatives of the population. All the British officials are Indian civil service—nearly all Oxford or Cambridge men. Then there's a British agent, who lives at Kuala Lumpur—the capital, a good-sized town—and a Federal Council, which met for the first time this year. The policy of the States comes from the Colonial office, but the British don't interfere much with the Sultan and the natives in the Courts some of the magistrates are native, and some European. Then there are the natives' religious courts, held by the Kathi—the Mohammedan priest. I'll send a man to prison for not going to church, or not for saying his prayers often enough. They'll put him in the European prison for that!"

The States are not a poor man's country—not the place to look for a job. Nobody wants a new man, because he doesn't know the language. But it's right enough if you have some capital. The Malays don't count much; the population is mainly of Indians—Famils and Bengalis—and Chinese. Trade with Australia is bigger than it was, and there are good prospects ahead. It's only a matter of breaking a habit to get Australian goods in. All our chaff and horsefeed and a lot of tin stuff come from Australia now."

THE BRITISH IN SIAM.

"A little while ago the British Government took over three of the Siamese States in return for a loan, and the British extra-territorial rights in Siam. In the end the whole of Siam is bound to come under British rule. The Siamese navy is officered by Danes, the administration of justice by Englishmen, the surveys by Italians, and the railways used to be run by Austrians. But the British have lent money for railway extension, and so on, and the lines are being reconstructed by British engineers."

Mr. Martin expects to stay in Australia from three to six months. Meanwhile, he will visit the New South Wales tin mines to see if the East has anything to learn from them, and enjoy some holiday travel.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE INDIAN EMIGRANT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Very few people in Hongkong know of the existence of a set of downy, hairless, Indian sharks whose avocation is to prey on their helpless and weak fellow-Indians under the disguise of immigration brokers, while the Government of India, and Hongkong, are either in a state of torpor or neglecting a plain duty to allow this practice to continue.

It must be remembered that the educated Indian native is the brightest living creature the world is proud to possess, but his brother of the cultivation class is just the contrary. His knowledge is limited to this point—"Go to America and board as much gold as human toil will permit." Being anxious to improve his condition, he disposes of almost everything he has at home in order to make up something like £50. He sets upon his journey in a hurry regardless of everything that concerns his comfort; travels on the Indian railways, reaches Calcutta, takes his passage and after twenty days, finds himself in Hongkong, which he believes is half of the journey to San Francisco. It is here at Hongkong that the poor fellow is allured and doped by a dirty trick. It is here where he is induced by his brother sharks that he must continue the journey once he passes the doctor's examination, although his physical conditions are far from being suitable to meet the requirements of the United States medical regulations. His dupes continue to give him every possible encouragement until they ship him and get their brokerage. He is shipped to San Francisco, and after a close examination he is rejected and told that he has to return by the steamer that brought him. Imagine, then, Mr. Editor, the extent of his disappointment after having spent almost all his money to be told that America does not wish to have a set of miserable puppers who have been crushed by miserable neglect to make suitable men of them. After a month the unfortunate Indian finds himself back at Hongkong with nothing whatever to live on, nothing except a few pieces of wretched clothing and a box which holds them. Here he becomes a subject of pity either in the Hindu Gurdwara or in the Mohammedan mosque and his dupes now direct him to return home by the best means he possesses or can obtain from others.

All these trickeries and wiles are practised on the British subject and the Government are inactive.—Yours, etc.,

Hongkong—13th August, 1910.

AN EXILE.
A FOREIGN Customs officer at Haiphong is alleged to have shot one of the local gentry and wounded some other Chinese, and it is said that he has been arrested for his crime.

COMMERCIAL.

August 13th, 1 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Alliages	.....	6/-
Anglo-Javas	.....	Tls. 15
Anglo-Malays	.....	26/-
Balgownies	.....	14
Batu Tigas	.....	12 1/2
Bertams	.....	7 1/2
Bukit Kajangs (pp.)	.....	63 1/2
Bukit Rajahs	.....	—
Carey Uniteds	.....	25/- prem.
Castlefields	.....	120/-
Changkat Serdangs	.....	51 1/2
Cheras (part paid)	.....	18 1/2
Do. (fully paid)	.....	22 1/2
Damansaras	.....	179/-
Eastern Internationals	.....	25/- prem.
Fed. Selangors	.....	—
Glencorals	.....	22 1/2
Glenshells	.....	—
Golcondas	.....	120/-
Golden Hopes	.....	—
Highlands and Lowlands	.....	12 1/2
Indragiris	.....	17
Isch Kenneths	.....	—
Jequies	.....	—
Jonglandors	.....	7 1/2 prem.
Kannulangs	.....	—
Kuala Lumpors	.....	190/-
Landrons (fully paid)	.....	—
Landrons (ppd.)	.....	—
Labus	.....	—
Ledburgs	.....	85/-
Linggis	.....	56 1/2
London Asiatics	.....	13 1/2
London Ventures	.....	8 1/2
Morlimaus	.....	7 1/2
Pajamas	.....	54
Pegobas	.....	59
Rubber Trusts	.....	36/- prem.
Saggas	.....	270/-
Sandycrofts	.....	30
Sempangs	.....	—
Seinfelds	.....	—
Sekongs	.....	32 1/2 prem.
Sheldriffs	.....	77 1/2
Singapore & Johores	.....	56
Sumatra Paros	.....	15 1/2
Surgei Chobs	.....	100/-
Sungei Kapars	.....	10 1/2
Tandjongs	.....	—
Tangkabs	.....	37 1/2
Toerangs	.....	21/- prem.
Ulu Ratu	.....	—
United Serdangs	.....	16
United Singapore	.....	51 1/2
United Sumatras	.....	11 1/2
United Langkats	.....	60/-

Para Rubber 9 1/2 per lb.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 12th inst.—Our local market continues dull with very little business passing.

Rubber.—In consequence of reported sales of Plantation shares last Tuesday as low as 6 1/2 p. lb. the share market experienced a sharp fall in prices all round, some shares having recorded a drop of as much as 30 per cent. on quotations of a week ago. As we write London advice comes stronger, with an advance in Fine Hard Para of 1 p. lb. making quotation 9 1/2.

Stocks.—Hongkong and Shanghai Banks continue very steady with buyers at 8 1/2 p. lb. at this price a wing occurred during the week. The price at home is unchanged at 16 1/2 p. lb. National rule firm with all sales at 58.

Marine Insurances.—Cantons are offering at 17 1/2 and might be had at a slightly lower rate. Calons are also ruling weak and with a firm offer could probably be obtained at 84 1/2. North Chinas have been dealt in at 7 1/2, 5, and more shares are wanted. Yangtze are all bidly easier—10 sellers at \$300.

Fire Insurances.—China Fires have changed hands at 5 1/2. Hongkong Fires are unaltered with shares offering at \$350.

Shipping.—Hongkong, Canton and Macao Steamboats are in demand at 5 1/2 p. lb. the dividend of 1 1/2 p. lb. on the 9th inst. Including the amount of \$10,65 carried forward from last half year, the sum at credit of profit and loss account amounts to \$143,562. The dividend of 5 1/2 p. lb. on the 9th inst. absorbs \$100,000. A sum of \$18,000 has been written off the book value of the steamers, \$5,000 off wharves and properties, and \$1,500 is transferred to the depreciation and insurance fund, leaving a balance of \$7,062,21, to be carried forward to the new account. Indo Chinas have further receded and after sales at \$35 are now offering at \$62. Douglas Steamships are offering at the reduced rate of 5 1/2 p. lb. for shares are also weak with sellers at 5 1/2 and the new shares are obtainable at \$12. Shell Transports are slightly stronger and according to latest advice from London, are quoted there at 95 1/2. Sales have been effected locally at 95 1/2.

Refineries.—China Sugars continue very quiet with small sales at \$167. It is reported that an interim dividend of \$5 has been declared.

Mining.—Rauhs have been in good demand and a fair business has been transacted at 5 1/2. Chinese Engineering and Mining Co. are offering in Shanghai at Tls. 16.

Docks, Wharves, and Godowns.—There has been some inquiry for Hongkong and Whampoa Docks and sales at \$5 and \$5 1/2 have taken place. Shanghai Docks have weakened to Tls. 76. Hongkong and Kowloon Wharves have been dealt in at 5 1/2. Shanghai and Hongkong Wharves are easier with sellers at Tls. 76.

Land, Hotels and Buildings.—Hongkong Lands have again been placed at \$98 1/2. Humphreys Estates are offering at \$81. West Point has been placed at \$391 and Kowloon Lands at \$51. Shanghai Lands have buyers in the North at Tls. 118.

Cotton Mills.—Hongkong Cottons have been sold at \$5. Erco have fallen away considerably

ably and are now quoted at Tls. 110. Other Northern Mills are unchanged according to latest mail advices, viz: Internationals, Tls. 62. Lau Kong Mow, Tls. 68 1/2 and Soy Chees, Tls. 240.

Miscellaneous.—China Borneo have been ruling weak and are offering at 5 1/2. China Providents can be placed at \$8. Hongkong Electric have buyers at \$20. Dairy Farms can be had to a small extent at \$19. Green Islands have further weakened to 5 1/2 sellers. Hongkong Ice's continue in demand at 5 1/2, and Hongkong Paper at \$21. Union War boats are inquired for at 1 1/2. Pulpas are offering at \$30. Langkats are quoted in the North at Tls. 1350 and Sumatras at Tls. 155, there are sellers of both stocks.

Exchange.—The Bank's drawing rate on London is 1/9 7/16 on demand and the T.T. rate on Shanghai is Tls. 74 1/2.

DEPORTATION FROM S.S. "CISSIE."

SEAMEN SENTENCED TO PRISON.

Before Commander Basil Taylor, R.N., Marine Magistrate, Joseph Smith Crane, master of the steamship *Cissie*, charged Timothy Murphy and George Robertson, seamen, for deserting from his ship on the 11th inst. in the waters of the Colony.

Captain Crane stated that the defendants were apparently dissatisfied with the ship. He tried to sign them off on arrival here on the 10th inst., but the ship's master refused to do so, on the grounds that they had not enough funds in hand or due to them to support them. He told the men that, and they then refused to go any further in the ship. They asked him to take them ashore in his sampan. He refused to do so. When he returned on board last night at 6 p.m. they had gone. He did not know whether they took their effects with them. They did not return to the ship.

First defendant (to the master)—Why did you give us money to go ashore with?

Complainant—Because you had been worrying me for an advance for a long time. I didn't have any funds until yesterday when I gave you a small sum.

Comd. Beckwith stated that he was on board the *Cissie* this morning. He asked about the defendants and found that one had taken all his effects with him and the other had given all his clothes away.

The first defendant did not want to go any further in the ship. He did not get on with the master and mate.

The second defendant refused to go any further in the ship as long as the master's wife was on board. She accused him of throwing a man overboard.

The defendants were found guilty and sentenced to three weeks' hard labour.

THE COLOWAN AFFAIR.

SIMILAR TROUBLE TO BE PREVENTED.

With a view to preventing further trouble similar to the attack on Colowan by Portuguese troops the Wai-wai-pu and Prince Tasi Hsun, the Commissioner for the Navy, have communicated with the H. E. Yuen Shu-hung, the Viceroy of Liang Kwang, requesting him to send men-of-war to protect the merchant steamers and junks in the neighbourhood of Colowan. In the despatch H. E. Yuen Shu-hung states that it is a great disgrace to China to have foreign troops operating in Chinese territory to suppress robbery.—*Shanghai Times*.

THE Wai-wai-pu has received applications from the foreign Powers for permission to send delegates to witness the opening of the Senate in October.

A TAIKING telegram says that, since his return to Peking from Europe, Prince Tasi Tao has urged the removal of the queue which reform would stimulate the advancement of the Chinese people. As much opposition prevails against the idea it will not easily obtain sanction.

THE Ministry of Finance deems it necessary to enforce the stamp duties in order to relieve the financial straits, but the provinces have delayed the imposition on different pretexts. It proposes, therefore, to ask for the issue of an Edict recommending the provincial governments in the matter.

L. S. JACKSON this morning charged Fok Kwai Po, of the steam launch *Basley*, for unlawfully failing to have the licence of the launch framed and exhibited in a conspicuous part of the cabin in Victoria harbour on the 6th instant. Defendant stated the licence was locked up on board the launch. His Worship found defendant guilty and imposed a fine of \$10. On a further charge of failing to have the certificate of competency of the master and engineer of his licensed launch *Basley* on board, defendant was discharged.

It is notified in the *Gazette* that it is the intention of the Governor to make an order, on the 27th January, 1911, directing the removal of all graves in section A in Ma Tau Wal cemetery which are within the area coloured blue on plan B called "Proposed Section A" of the said Cemetery, which may be seen during office hours at the office of the Sanitary Department, Beaconsfield. Such order will be made for the purpose of executing a public work, namely, the proper laying out of such area in terraces for future interments.

Events Coming.

Monday, 15th August.
Crown Land Sale, at P. W. D. 3 p.m.
Statutory meeting, Toerangs Rubber Co., 5 p.m.

Tuesday, 16th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.
Sanitary Board meeting, 3 45 p.m.

Wednesday, 17th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Thursday, 18th August.
Legislative Council meeting, 2 30 p.m.

Saturday, 20th August.
Hongkong Bank meeting, City Hall, at noon.
Auction, 10 a.m., V.R.O., 9 p.m.

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE ALCAR."
Capt. G. F. Hudson, will be despatched for the above Ports on WEDNESDAY, the 17th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOBY & CO., LIMITED,
Agents.
Hongkong, 13th August, 1910. 1598

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA."
Captain S. Barcham, will leave for SHANGHAI on THURSDAY, the 18th August, at Daylight.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th August, 1910. 16

S. M. S. "LEIPZIG."

ARRIVAL AT SHANGHAI.

Great interest was taken in the arrival of the German third-class cruiser *Leipzig*, when she took up her moorings almost opposite the Customs House on Saturday morning, as she is one of the fastest if not the fastest vessel, seen up the river, reports the *N. C. D. News* of 8th inst. The *Leipzig* has a speed of twenty-three knots. Compared with vessels of the same class of other nations, this is high, and indicates the value that is now being attached to speed. Her displacement is 3,200 tons, and her draught is only 16 1/2 feet, another important factor in the construction of men-of-war. She is really a modern vessel, for she was laid down in 1905 and launched in the following year, her cost being £254,500. Some comparisons may be interesting. The *Atsuta*, also a third-class cruiser, has a displacement of 4,300 tons, and a draught of 19 feet, with a speed of but 19.75 knots. The *Flora*, a sister ship to the *Atsuta*, has a slightly diminished speed, viz., 19.5 knots. In point of speed the *Leipzig* is exceeded by H. M. S. *Minotaur*, 23.01 knots, and H. M. S. *Ring Alfred*, 23.46 knots, but these vessels have not ventured up river.

THE RUSSO-JAPANESE AGREEMENT.

A CALL FOR CLEAR EXPLANATION.

London, Aug. 6.
The *Times* complains of the mysterious of the Russo-Japanese Agreement and declares that public anxiety centres chiefly in the arrangements between the two Powers as regards China.

It is not merely a matter for Governments alone but for the public, in view of the growth of British interests in Manchuria, that there should be no ambiguity regarding the conditions under which the control of the Chinese Eastern Railway is to be organised.

It is, continues *The Times*, "a somewhat similar absence of an unreserved definite explanation moreover, which to some extent is at the bottom of such feeling as prevails regarding the much-debated project for the construction of the Chinchou-Aigun Railway. The persons interested in this Chinese undertaking have some claim to be told quite clearly the precise grounds upon which the Japanese and Russian Governments are disposed to take an unfavourable view of the scheme as at present put forward. The manner in which it infringes, or is considered to infringe, the rights of the two Powers might very well be candidly explained. An explicit answer might be given to the rather angry critics who insist that China has a right under Article 4 of the Portsmouth Treaty to build the line in the way she thinks best. We are convinced that the cause of international amity which is the object of the Russo-Japanese Agreement would be materially advanced, if an answer were furnished as speedily as possible.—*N. C. D. News*.

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THE *Times* complains of the mysterious of the Russo-Japanese Agreement and declares that public anxiety centres chiefly in the arrangements between the two Powers as regards China.

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Intimations.

Try our delicious
CORNED PORK,
CORNED BEEF
and
PRESSED BEEF

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 1 TO 2 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF CHINA" SATURDAY, NOV. 27TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress of Japan" is a new steamer on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways. Via Canadian Atlantic Port \$42. Via New York \$44. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. BRADDOCK, General Traffic Agent, Corner Fadder Street and Fraya (opposite Blake Place).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENSIN	CHONGHING	TUESDAY, 16th Aug., Noon.
SHANGHAI	SHWONGSANG	TUESDAY, 16th Aug., Noon.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 19th Aug., Noon.
MANILA	LOONGSANG	FRIDAY, 19th Aug., 4 P.M.
SINGAPORE, PENANG & GALUTTA	KUYSANG	SATURDAY, 20th Aug., Noon.
MANILA	YUENSANG	FRIDAY, 26th Aug., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kuysang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodations for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chaoan, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 215. Hongkong, 12th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	14th Aug., Daylight.
MANILA	"TEAN"	16th " 4 P.M.
SWATOW, CHEFOO & TIENSIN	"HUICHOW"	17th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports. MANILA-TWIN-SCREW STEAMERS and TIENSIN-STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

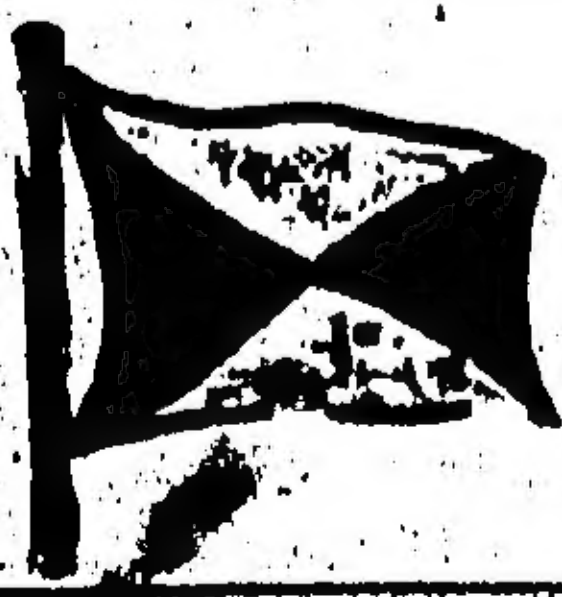
SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chuen*, *Lian*, *Chien*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 14. Hongkong, 13th August, 1910.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAURO	1540	A. Fraser	MANILA	SATURDAY, 20th Aug., at Noon.
ROBI	1540	R. Rogers	"	SATURDAY, 27th Aug., at Noon.

(For Freight or Passage, apply to)

SHEWAN TOMES & CO.

Hongkong, 13th August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMUI via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	MONDAY, 15th Aug., at Noon.
ANPING via SWATOW and AMOY	"SOSHI MARU" Capt. H. Murayama	WEDNESDAY, 17th Aug., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$75.00	\$45.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailing, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 13th August, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	ATSUTA MARU, Capt. W. Thompson, Tons 9000 HITACHI MARU, Capt. N. Matheson, Tons 7000 MIYASAKI MARU, Capt. T. Mura, Tons 9000	WEDNESDAY, 17th Aug., at Daylight. WED'DAY, 31st Aug., at Daylight. WEDNESDAY, 14th Sept., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. Horidahl, Tons 7000	SATURDAY, 10th Sept. From KOBE.
VICTORIA, B.C. & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 7000 MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 13th Sept., at 4 P.M.
SYDNEY AND MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	RINGO MARU, Capt. S. G. Parsons, Tons 7000	TUESDAY, 23rd Aug.
SHANGHAI, MOJI & KOBE	TOSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 17th Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000 KITANO MARU, Capt. F. E. Cope, Tons 9000	WEDNESDAY, 31st Aug., at Noon. THURSDAY, 18th Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers. Calling at Saigon.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailing, etc., apply at the Co.'s Local Branch Office at Prince of Wales Building, First Floor, Queen's Road.

T. KUBUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEKKAN GOLF, CONTINENTAL, AMER, CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, to 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Osama*, due in London on 22nd October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 8th August, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on SATURDAY, the 20th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 30th July, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"DARMAHENSHEIRE."

Captain Daniel, will be despatched as above on or about 20th August.

This steamer has excellent accommodation for first class passengers at cheap rates, is fitted with Electric Fans in State Rooms, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Agents. Hongkong, 9th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG:

VICTORIA, VANCOUVER B.C., SEATTLE AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Redhill	3,850	H. E. Dowall	23rd Aug.
Swire	5,132	F. S. Cowley	17th Sept.
Kamuro	5,251	G. B. McGill	30th Oct.
Agamiro	4,353	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th August, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "BRAEMAR" To sail hence on or about 26th inst.

FOR BOSTON NEW YORK:

S.S. "LENNOX" On or about 3rd Sept.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 9th August, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of August will be subject to report.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of August, at 9.30 A.M.

All claims must reach us before the 20th of August, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELOHRS & Co.

General Agents.

Hongkong, 9th August, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"CARNARVONSHIRE."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th instant, at 6 P.M., will be subject to report.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on 19th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th August, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"SPEZIA."

Captain Faas, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to report.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex s.s. *Sonach* from Subatal, HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th August, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to report.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 10th August, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE

at the Premises formerly occupied by

A CREK & CO.

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND

FURNITURE

IMPORTERS AND DEALERS.

"CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Ware, of all

descriptions, always on hand for sale at

very moderate prices.

Hongkong, 12th Aug., 1910.

TOMORROW.

agasti	190000	6	A.M.	29.50	79	—	W	2	1	1
scoti d	000000	9	A.M.	—	—	—	W	2	1	1
ello	000000			29.87	81	—	W	2	1	1
ba	000000			29.87	81	—	—	—	—	—
ba	000000			29.87	81	—	—	—	—	—

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,000,000 \$150,000	\$2,028,088	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$15.11	5 %	\$950 buyers £9 1/2
National Bank of China, Limited.....	99,925	7	6	\$4,000 \$3,000,000	\$30,552	\$1 (London 1/6) for 1908.....	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$54,183 \$201,799 \$185,000	none	\$10 for 1908.....	6 %	\$170 sellers
North China Insurance Company, Limited	10,000	15	45	Tls. 225,000 Tls. 115,255 Tls. 146,188 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$600,000 \$1,144,148 \$1,051,149 \$711,985	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909.....	6 %	\$845 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,164	\$77,617	\$12. for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$552,341 \$111,103	\$48,406	\$6 and bonus \$2 for 1908.....	7 %	\$212 sellers
Hongkong Fire Insurance Company, Limited...	8,000	\$250	\$50	\$1,400,000	\$426,218	\$27 for 1908	8 %	\$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited...	30,000	\$25	\$25	\$7,743	Dr. \$3,777	\$ 1/2 for 1906 .....	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$100,893 \$250,000	...	24 for year ending 30.6.1908 .....	...	\$27 sellers
Hongkong, Canton & Swatow Steamboat Co., Ltd	60,000	\$15	\$15	\$607,500 \$103,545 \$19,100	\$29,766	Final of \$12 for account 1910	8 %	\$212 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	45 45	45	\$138,100	\$37.83	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154 3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 A dividend of 7 % for yr. ending 30.4. 1910 A bonus of 5 %	...	\$612 sellers
"Shell" Transport and Trading Company, Limited	4,000,000	1	1	\$730,000 \$100,000 \$71,850	\$197,994	...	5 %	966 sellers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$71,850 \$12,682	\$1,159	...	4 1/2 %	\$24 sellers \$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$10,000 \$3,530	Dr. \$2,090	\$10 per share for 1909	6 %	\$167
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$115,815	\$2 for 1897 .....	...	\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6 08	Tls. 10 for year ending 31.3.09 .....	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	1	1	\$215,000 \$84,390	\$1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year .....	...	Pa. 12
Raub Australian Gold Mining Company, Limited	150,000 50,000 50,000	1/2 1/2 G 1/2	18/10 G 1/2 G 1/2	\$4,371 none none	none none none	\$7 per share 1910 dividend	5 %	\$71 471
Oriental Consolidated Mining Co., Ltd	500,000	G 1/2	G 1/2	none	Dr. \$8,460	\$1.75 for year ending 31.12.08 .....	...	191 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08 .....	...	191 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$1,093 \$40,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$532 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$22,000 \$1,000,000	\$133,705	Interim of \$1 1/2 for account 1909 .....	...	\$51 sellers
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	Tls. 5,673,357 Tls. 1,440,000	Tls. 6,261	Final of Tls. 3 making Tls. 6 in all for 1910	6 1/2 %	Tls. 75
Shanghai and Hongkong Wharf Company, Limited...	16,000	Tls. 100	Tls. 100	Tls. 6,073,357 Tls. 1,440,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909.....	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 \$1,000	Tls. 4,314	Tls. 6 for year ending 30.3.09	8 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,071	\$24,041	\$1.25 on old and 60 cents on first new issue \$2.50 on old shares and 1.50 on new shares	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$12,000	\$1,277	{ 6/- for half year ending 31.12.09 Final of \$1 making \$7 for year end. 31.12.09	7 %	\$84 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$500,000 \$120,945	\$5,471	45 cents for 1909	6 %	\$84 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$15,850	\$269	\$2 1/2 for 1909	8 1/2 %	\$32 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	...	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 30,000	Tls. 63,969	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2 %	\$39 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,058	...	...	...
COTTON MILLS.								
Soo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$125,000	\$8,553	50 cents for year ending 31.7.08	8 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 57 1/2
Leau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,839	Tls. 6 for 1909	7 %	Tls. 68 1/2
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 11,173	Tls. 11,173	Tls. 25 for 1909	10 %	Tls. 140
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$2,500	\$648	15 % per share for 1908 .....	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$12,000	NIL	60 cents for 1909	6 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$61,138	60 cents for year ended 28.2.08 .....	...	\$1.40 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000	\$2,602	80 cents for 1909	9 %	\$8 b. and ss.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,890	\$1.20 for year ending 31.7.09 Final of 40 cents making in all 75 cents per share for 1909	6 1/2 %	\$19 buyers \$6 1/2 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$13,000	\$4,990	24 per cent. viz. \$1.40 for 1909 A dividend of \$1.20 per share and a bonus of 10 cents	12 %	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$11,708	Final of \$8 for 1909	6 %	\$10 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$40,000	\$7,616	Final of \$8 for 1909	6 %	\$135 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$10	\$125,000 Tls. 5,775	\$6,176	Final of \$1 making in all \$2 for 1910 and interim dividend of Tls. 12 1/2 for 1909	9 %	Tls. 11 1/2
Maatschappij, of Milner, Bosch & Co. Landbouwer exploitatie in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 61,934	Tls. 116,683	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers \$11 buyers
Peak Tramway Company, Limited	25,000	\$10	\$10	none	\$3,014	None .....	...	\$10
Peak Tramway Company (new)	50,000	\$10	\$10	none	\$2,082	None .....	...	...
Philippine Company, Limited	75,000	\$10	\$10	Tls. 14,810 Tls. 75,000	Tls. 1,350	Final Tls. 5 making Tls. 8 for 1908	4 %	Tls. 155 sellers
Shanghai-Sumai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	First year .....	...	\$50 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200 Benthi shares 1,200	50 Malay Nondal	25 Nondal	none	none	None .....	...	\$800 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,006	None .....	...	\$26
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$27.86	10 % for year ending 31st May 1910	10 %	\$2 1/2 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$11,056	none	60 cents for year ending 31.12.08	8 %	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$26,000	\$349	60 cents per ord. share for year ending 31.5.09	5 %	\$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,041	35 cents for 1909	11 %	\$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$5,000	\$2,613	None .....	...	\$6 1/2 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$787	None .....	...	\$2 1/2 sellers

Intimations

COMPANIA GENERAL DE
TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

49

Hotels.

BAND I BAND II BAND III
AT THE

BELLE VIEW HOTEL,

SHAUKWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hon. Kong, 10th August, 1910.

16

VIENNA CAFE COMPANY (1910
LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

149

Intimations

A TOO STABLE.

LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

FARMS:

At the Stables or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong, 12th March, 1910.

(17)

Kowloon, 3rd September, 1910.

15